March 2000

DRAFT Environmental Assessment

Channel Expansion
Tampa Harbor – Port Sutton
Hillsborough County, Florida

U.S. Army Corps
of Engineers
Jacksonville District

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

DRAFT

CHANNEL WIDDENING AND TURNING BASIN EXPANSION TAMPA HARBOR - PORT SUTTON HILLSBOROUGH COUNTY, FLORIDA

PRELIMINARY FINDING OF NO SIGNIFICANT IMPACT

I have reviewed the Environmental Assessment (EA) of the proposed action. This Finding incorporates by reference all discussions and conclusions contained in the Environmental Assessment attached hereto. Based on information analyzed in the EA, reflecting pertinent information obtained from other agencies and special interest groups having jurisdiction by law and/or special expertise, I conclude that the proposed action will have no significant impact on the quality of the human environment. Reasons for this conclusion are in summary:

1. The proposed work would not jeopardize the continued existence of any endangered or threatened species.

2. The State Historic Preservation Officer concurred with the U.S. Army Corps of Engineers' determination that there would be no effect on sites of cultural or historical significance in Port Sutton Channel and CMDA-2D, Whiskey Stump Key and MacDill disposal sites.

3. State water quality standards will be met.

4. The proposed project has been determined to be consistent with the Florida Coastal Zone Management Program.

5. Measures to eliminate, reduce, or avoid potential impacts to fish and wildlife resources will be implemented during project construction.

6. Benefits to the public will be maintenance of the navigation channel and continued local economic stimulus.

In consideration of the information summarized, I find that the proposed action will not significantly affect the human environment and does not require an Environmental Impact Statement.

_____
Date

_____
JOE R. MILLER
Colonel, Corps of Engineers
Commanding

FIGURES

TABLES

APPENDICES

1 PURPOSE AND NEED FOR ACTION

1.1. Introduction:

The Corps is studying the feasibility of enlarging the Port Sutton Navigation Channel In doing so, the Corps is looking at the existing channel design and determining what if any measures are necessary to make the channel as efficient and safe as possible while controlling costs and protecting natural resources. The optimum design will be evaluated to determine if there is a federal interest in making this channel a federal project.

1.2. Authority.

This study is authorized by Water Resources Development Act 1992.

1.3. Decision to be Made

The decision to be made is whether to construct the navigation improvements at this site.

1.4. Relevant Issues.

a) Water Quality
b) Benthic Habitat
c) Sea Grass Beds
d) Manatees
e) Birds
f) Cultural Resources
g) Aesthetics
h) Recreation
i) Economics
j) Navigation

1.5. Permits Required

A Water Quality Certification (WQC) will be required from the State of Florida. In addition, the State of Florida will also provide concurrence in the Corps Coastal Zone Consistency Determination at various stages of planning. The final ascent to this determination is the issuance of the WQC.

1.6. Methodology

An interdisciplinary team used a systematic approach to analyze the affected area, to estimate the probable environmental effects, and to prepare the Environmental Assessment (EA).

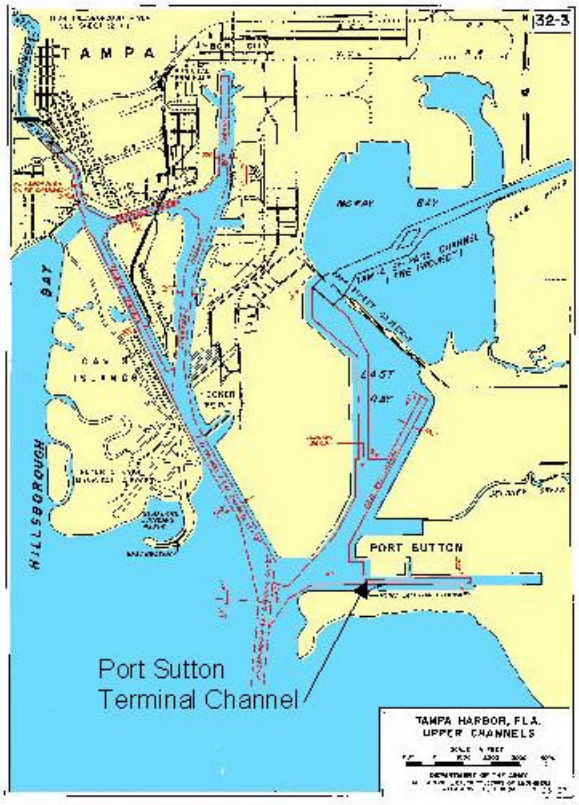

Figure 1, Project Map

2 ALTERNATIVES

2.1 INTRODUCTION.

This section is based on concerns for resources and impacts upon resources expressed in Section 3.00, Affected Environment, and Section 4.00, Environmental Consequences. The key to this section is the Alternative Comparison Chart (Table 1), page 5. The Alternatives section has five (5) parts:

a. A description of the process used to derive alternatives.
b. A description of the alternatives that were initially considered but later eliminated from detailed investigation.
c. A description of each alternative.
d. A comparison of the alternatives.
e. Identification of the Preferred Alternative.

2.2 HISTORY OF ALTERNATIVE FORMULATION

The Tampa Port Authority requested the Corps study improvements to Port Sutton Navigation Channel. In accordance with the guidelines set forth in the EM-1110-2-1613 (1983), channel width criteria are 2.8 times the width of a Design Vessel Beam. This would require an additional 4 feet in depth, and an additional 25 feet in width on either side to accommodate the average 85-foot vessel beam. Although some vessels are larger, current users of the expanded Big Bend channel (250-ft.) are experiencing no significant problems. Various locations are offered for the disposal of dredged material. These include island renourishment options, filling of marine dredge scars and channels, upland disposal, and littoral creation. The Corps will make the final location determination. Numerous meetings with the Port and local environmental groups were conducted to discuss the various alternative designs. The channel design was optimized based on the above criteria.

2.3 ELIMINATED ALTERNATIVES

These alternatives were compared with the others and where eliminated for various safety, environmental, economic and logistic reasons.

2.4. DESCRIPTION OF ALTERNATIVES

2.4.1 No Action Alternative.

There would be no construction. The channel dimension would remain the same.

2.4.2 Expansion of Existing Channel and CMDA-2D/CMDA-3D Placement.

The Water Resources Development Act of 1988 authorized a 3,700 foot long channel with a bottom width of 200 feet, beginning at the west end of the channel where it intersects with Port Sutton Turning Basin. The expansion would involve the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the

maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance and placement in the Dredged Material Management Areas CMDA-2D/CMDA-3D.

2.4.3 Expansion of Existing Channel and Hookers Point Placement.

The Water Resources Development Act of 1988 authorized a 3,700 foot long channel with a bottom width of 200 feet, beginning at the west end of the channel where it intersects with Port Sutton Turning Basin. The expansion would involve the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance and placement at Hookers Point Port Facility.

2.4.4 Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement.

The Water Resources Development Act of 1988 authorized a 3,700 foot long channel with a bottom width of 200 feet, beginning at the west end of the channel where it intersects with Port Sutton Turning Basin. The expansion involves the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance and the construction material would be placed in the ODMDS in accordance with the SMMP. If other beneficial uses of the dredged material can be found than, there could be less.

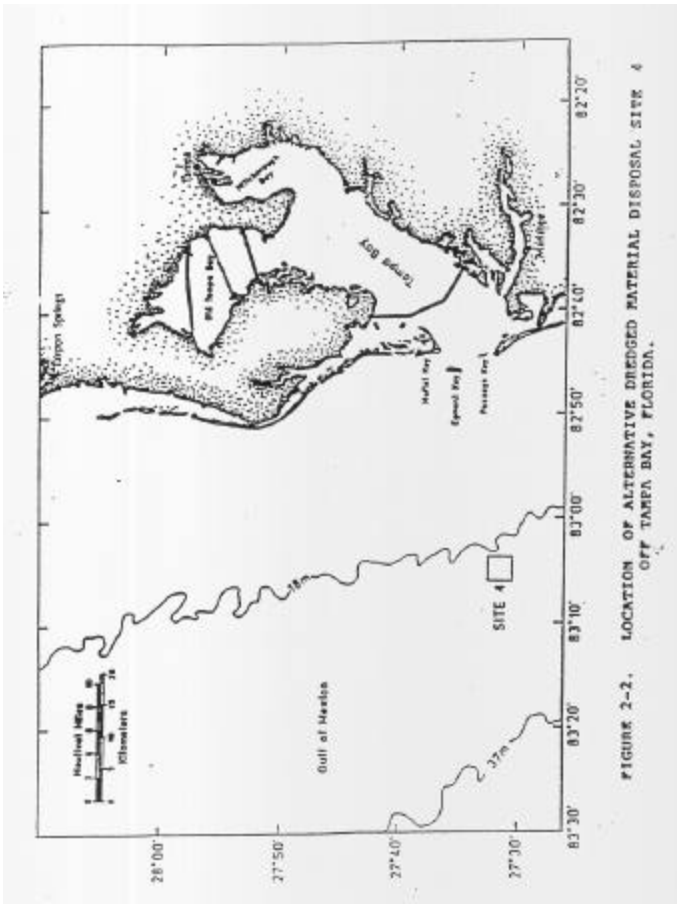

Figure 2, Ocean Dredged Material Disposal Site.

2.4.5 Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement.

The expansion would involve the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance. Approximately 500,000 cubic yards of material from the construction would be placed in the hole adjacent to the MacDill. The standard State and Federal manatee protection conditions would be implemented during construction to eliminate impacts on Manatees. Seagrass protection conditions would be implemented to avoid affecting adjacent resources.

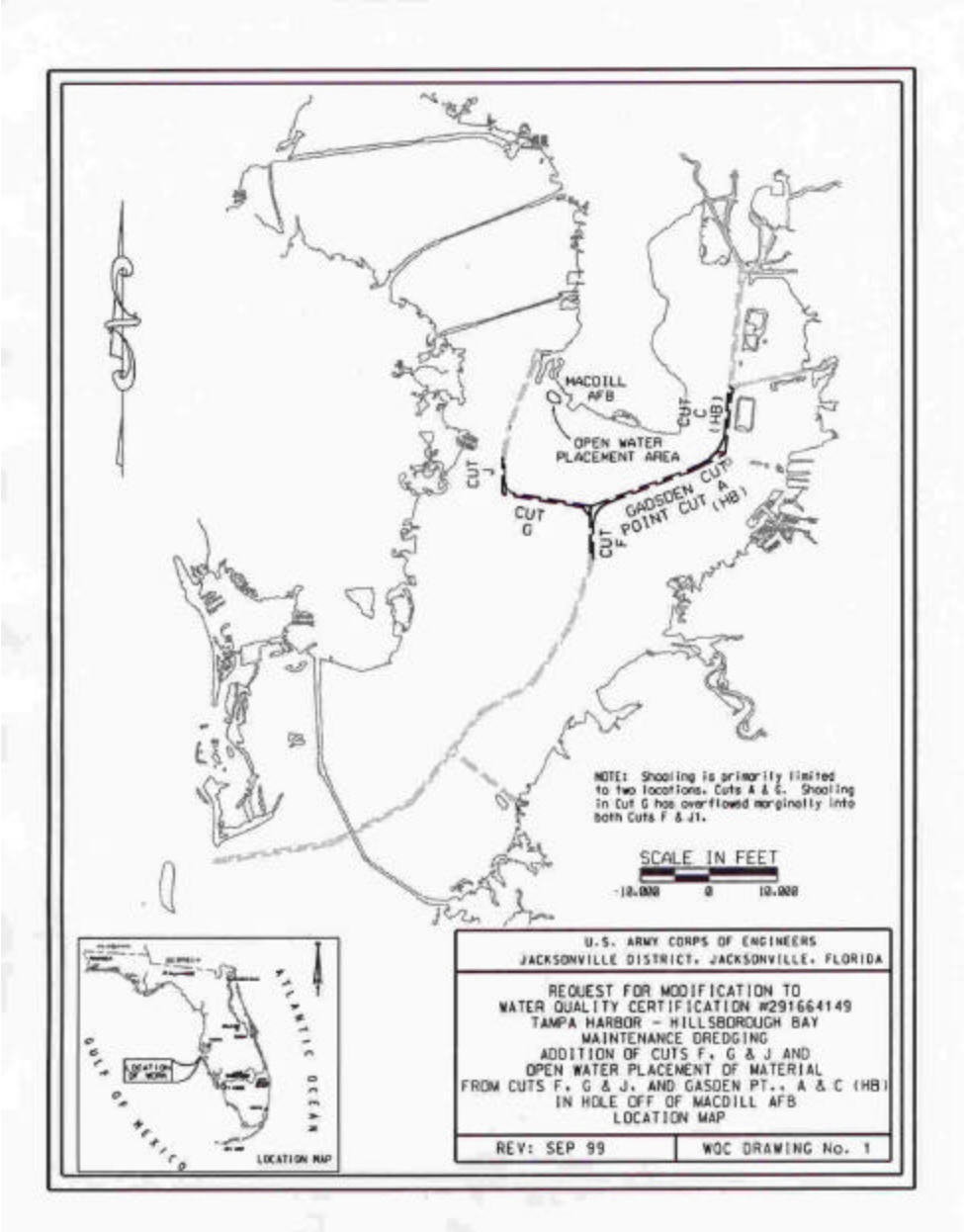

Figure 3, MacDill Seagrass Restoration Site

2.4.6 Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland Creation. .

The expansion would involve the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance. The slurry mixture (of approximately 5 to 45

percent fines) would flow onto the island. The estimated capacity tangent to Disposal Island 2D is about 1,545,100 cubic yards. The material would then be placed in an area along the southeastern shoreline of the island to create 67 acres of wetland habitat. Spartina sp. would be planted within this area. It would also be designed to have tidal channels and ponds. The standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during construction to eliminate impacts on Manatees and nesting migratory birds.

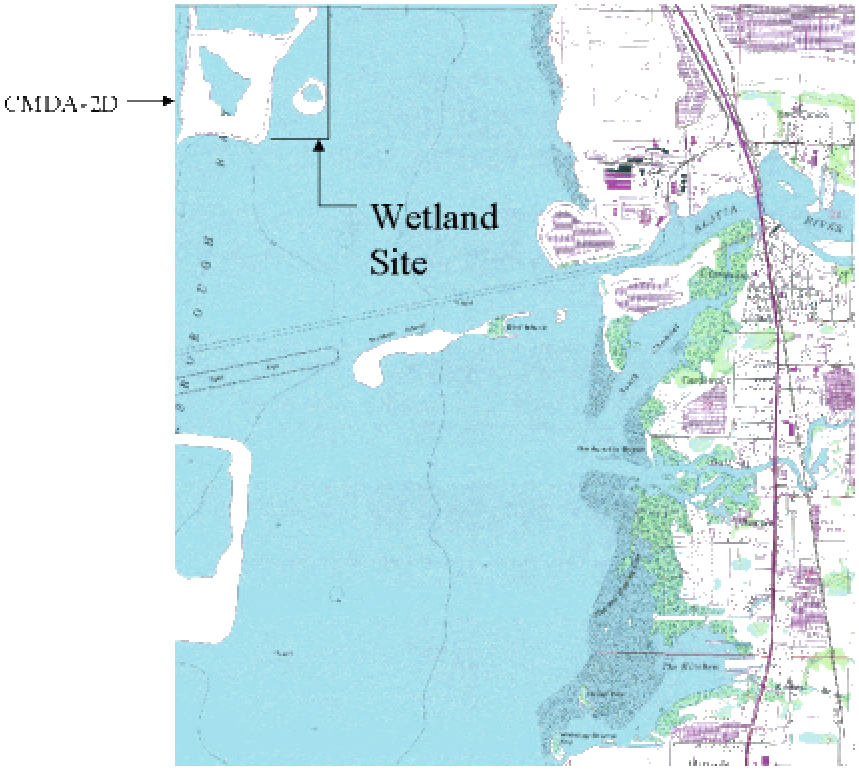

Figure 4, Dredged Material Management Area CMDA-2D, Wetland Creation Site

2.4.7 Expansion of Existing Channel and Bird Island Expansion.

The expansion would involve the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance. The Corps has proposed using the dredged material from Port Sutton to expand Bird Island by 67 acres along the south channel of the Alafia River Navigation Channel to enhance the bird nesting areas and wildlife habitat. The island has experienced some erosional losses in the past due to major storm events and routine annual tidal forces. Historically, material has been periodically added to the west and northwest banks to replace those losses. To restore lost land due to erosion and add more land area, good rock material is necessary. Material from the deepening of the

proposed new project at Port Sutton could help with that historical effort. The result is to protect, restore, and enhance the suitability of the island as a colony site for nesting birds as well as habitat for aquatic and marsh wildlife. Spartina plants would be planted along 2,700 feet of shoreline on the southeastern and eastern banks of the elliptical land area. Mangrove stands are expected to rapidly develop in the Spartina planting areas. The

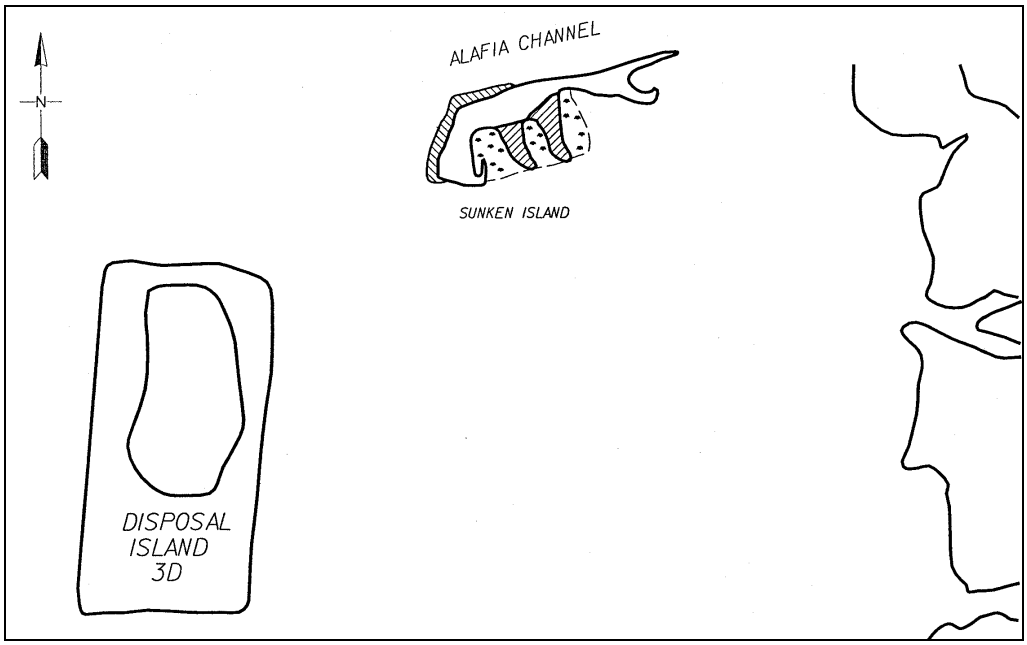

Figure 5, Bird/Sunken Island Expansion

standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during construction to eliminate impacts on Manatees and nesting migratory birds. Seagrass protection conditions would be implemented to avoid affecting adjacent resources.

2.4.8 Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration Site.

The expansion would involve the construction of a channel 200 feet wide over the entire length of the waterbody, approximately 6,500 feet, at a project depth of 43 feet. The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required overdepth over rock and one foot allowable overdepth for dredging intolerance. Approximately 950,000 cubic yards of material from the construction would be placed in the hole adjacent to the Port Redwing near Whiskey Stump Key. The material would be placed to an elevation of less than 1 meter to promote seagrass growth. The standard State and Federal manatee protection conditions

would be implemented during construction to eliminate impacts on Manatees. Seagrass protection conditions would be implemented to avoid affecting adjacent resources.

Figure 6, Whiskey Stump Key Seagrass Restoration Site

2.5. ALTERNATIVE ANALYSIS.

The positive and/or adverse effects upon the important resources for the alternatives have been reviewed and compared in Table 1, Alternative Comparison Chart. This comparison was utilized in the decision-making process.

2.6 PREFERRED ALTERNATIVE.

The preferred alternative would be to expand the existing turning basin at the Alafia River Navigation Project site and create additional bird nesting habitat at Bird Island with the dredged material.

TABLE 1: Alternative Comparison Chart

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
Water Quality	Local long-term intermittent increase in turbidity from larger ship trying to enter Port and resuspending bottom sediments.	Short-term increase in turbidity surrounding dredging	Short-term increase in turbidity surrounding dredging	Short-term increase in turbidity surrounding placement and dredging . Water quality protection of seagrass implemented at edge of seagrasses.	Short-term increase in turbidity surrounding dredging Short-term increased turbidity from wetland construction.	Short-term increase in turbidity surrounding dredging and placement. Possible disruption of local boating traffic due to presence of dredging equipment	Short-term increase in turbidity surrounding dredging and disposal operation	Short-term increase in turbidity surrounding dredging and disposal operation. Water quality protection of seagrass implemented at edge of seagrasses.
Birds	No impact.	Short-term disruption to bird nesting from presence and operation of disposal equipment. Impact mitigated by implementing migratory bird policy and avoiding bird	No impact.	Reduce erosion of the adjacent bird nesting island..	Short-term disruption to bird nesting from presence and operation of disposal equipment. Impact mitigated by implementing migratory bird policy. Long-term creation	Short-term disruption to bird nesting from presence and operation of disposal equipment. Impact mitigated by implementing migratory bird policy. Long-term	No impact.	No impact.

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
		nesting season 1 April through 31 August.			of 67 acres of bird nesting and foraging habitat.	creation of 77 acres of bird nesting and foraging habitat		
Manatees	No impact	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions.

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
Seagrass Beds	No impact.	No impact.	No impact.	Turbidity could impact adjacent patchy seagrass beds. Seagrass protection measures implemented. Long-term benefit to seagrasses by providing a platform for seagrass growth.	No impact.	No impact.	No impact.	Turbidity could impact adjacent patchy seagrass beds. Seagrass protection measures implemented. Long-term benefit to seagrasses by providing a platform for seagrass growth.
Mangroves	No impact	No impact.	No impact.	No impact	Increased potential for mangrove habitat.	Increased potential for mangrove habitat.	No impact.	No impact.

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
Benthic Habitat	No adverse effects are anticipated.	There would be a change in the habitat along the channel from the excavation of the new channel. There would still be the same amount of edge effect .	There would be a change in the habitat along the channel from the excavation of the new channel. There would still be the same amount of edge effect .	There would be a change in the habitat along the channel from the excavation of the new channel. There would still be the same amount of edge effect .	There would be a change in the habitat along the channel from the excavation of the new channel. There would still be the same amount of edge effect There would be increased productivity of this aquatic site by creating a wetland area and habitat for a wide variety of aquatic life.	There would be a change in the habitat along the channel from the excavation of the new channel. There would still be the same amount of edge effect effect There would be increased productivity of this aquatic site by creating a wetland area and habitat for a wide variety of aquatic life.	There would be a change in the habitat along the channel from the excavation of the new channel. There would still be the same amount of edge effect .	Temporary loss of 8 acres of silt habitat. Habitat raised to within photic zone.

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
Cultural Resources	No adverse effects.	No adverse effects.	No adverse effects.	No adverse effects.	No adverse effects.	Unknown impacts, Bird Island has not been surveyed.	No adverse effects.	No adverse effects.
Recreation	No impact.	Possible disruption of fishing and boat traffic due to presence of dredging equipment	Possible disruption of fishing and boat traffic due to presence of dredging equipment	Possible disruption of fishing and boat traffic due to presence of dredging equipment Loss of refugia for fish during cold weather. Reduction in edge effect. Increased nursery habitat and protection for small fish.	Possible disruption of fishing and boat traffic due to presence of dredging equipment Increased nursery habitat and protection for small fish.	Possible disruption of fishing and boat traffic due to presence of dredging equipment Increased nursery habitat and protection for small fish.	Possible disruption of fishing and boat traffic due to presence of dredging equipment	Possible disruption of local boating traffic due to presence of dredge & pipeline placement Increased nursery habitat and protection for small fish.

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
Aesthetics	No adverse effects are anticipated.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use the shoreline of CMDA-2D	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use Bird Island shoreline.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this are for fishing.
Navigation	Long-term reduction in safety as larger ships try to use the channel.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area	More efficient cargo handling from increased vessel size Increased safety for navigation. Short-term increased traffic flow during transit to and from site.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing and boating that

Resources	No-Action Alternative	Expansion of Existing Channel and CMDA-3D/CMDA-2D Placement	Expansion of Existing Channel and Hookers Point Placement	Expansion of Existing Channel and Whiskey Stump Key Seagrass Restoration	Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland	Expansion of Existing Channel and Bird Island Expansion	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement	Expansion of Existing Channel and MacDill Seagrass Restoration Area Placement
						for fishing.		use this area for fishing.
Economics	There would be a long-term loss in revenues generated by the Port from a reduction in cargo and an adverse impact on the local economy from job losses, salaries, and sale of commodities.	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping	Short-term minor effect on local economy due to sale of goods and services during construction. Secondary major long-term benefit from increased shipping

3 AFFECTED ENVIRONMENT

3.1 INTRODUCTION.

The Affected Environment section briefly describes the environmental resources, relevant issues, and their location on or in relation to the site. The environmental issues that are relevant to the decision to be made are:

a) **Water Quality**
b) **Sea Grass Beds**
c) **Manatees**
d) **Birds**
e) **Benthic Habitat**
f) **Mangroves**
g) **Navigation**
h) **Cultural Resources**
i) **Aesthetics**
j) **Recreation**
k) **Economics**

3.2 GENERAL DESCRIPTION.

Tampa Bay is Florida's largest open-water estuary, spanning almost 400-square miles, and receives drainage from a 2200-square-mile watershed. A rich, mosaic of habitats exist, and are highly productive in terms of wildlife resources. It has been a designated National Estuary Program site since 1990. Historically, Tampa Bay has suffered significant tidal and freshwater wetland losses due to uncontrolled dredge and fill activities associated with a burgeoning population. This, in addition to nutrient loading from various point and non-point sources, over-fishing, and irresponsible boating practices, has reduced the overall quality and quantity of water resources and wildlife habitat (TNEP 1996). Hillsborough County is located in west central Florida and plays an integral part in the economy of the Tampa Bay region. Hillsborough Bay provides access and berthing facilities for international and national shipping firms that serve the phosphate, coal, and petrochemical industries. It is bounded on the east by Polk County, Tampa Bay on the south and southeast, Pinellas County to the west, and Pasco County to the north. Historically, the bay has been plagued by contaminants. Urbanization and fertilizer runoff from berthing areas caused water quality degradation. The geographical confines of the bay also contribute to the problem by restricting tidal flushing, hence the cleansing action of the bay. Water quality in the bay has improved significantly in recent years, as improvements in municipal waste water facilities, stormwater treatment, and industrial discharge are implemented (TNEP 1993). Two historic spoil islands are located (Sunken Island and Bird Island) just outside of the mouth of the river, and form the southern terminus of the channel. Port Sutton is on the northeast side of Hillsborough Bay, about 2.5 miles southeast of the Ybor Channel Turning Basin. The Port Sutton Terminal Channel is currently about 4,000 feet long and 400 feet wide with authorized project dimensions of 3,700 feet long, 200 feet wide, and 43 feet deep down the centerline of the channel. The Corps has not constructed the deepening project of the

existing channel, and current mid-channel depths range from 26 to 38 feet. The Corps is investigating constructing the authorized project and also extending the channel up to a total of 6,000 feet. If a 3,700-foot-long project is constructed the channel bottom footprint would cover about 17 acres. A 6,000-foot-long project would cover about 27.5 acres. Dredged material is proposed for disposal in either 2D or 3D.

3.3 Relevant Factors of the Environment that would be Affected

3.3.1 **Physical**

a. **Surface Water Quality**. Studies done by the Environmental Protection Commission of Hillsborough County (EPCHC), Manatee County, and Long et al. (1991), offer comprehensive information for stations near the proposed dredge area. EPCHC information for Hillsborough Bay is based on randomly sampled, 4.4 km2 (11 acre) cells, to provide a bay segment perspective, versus exact locations on a yearly basis (S.Grabe, G. Blanchard, pers. comm. 1996). (Explanation of ratings and measurements given can be found in the EPCHC publication in the literature cited). Large ship operations in the confined waterway create strong wake on both sides of the channel, which has eroded some areas along the southern shoreline. Water clarity was poor, which precluded benthos identification.

3.3.2 **Biological**

a. **Threatened and Endangered Species**. The endangered Florida manatee (*Trichechus manatus latirostis*) is found within Hillsborough Bay. In the winter months, they travel between warm-water discharges at Port Sutton and Big Bend. They occur in the channel in larger numbers in the warmer months (Ackerman, pers. comm., 1996).

b. **Mangroves.** Mangroves are present on Bird Island. Some mangroves also grow along the fringe of the east side of Dredged Material Management Area CMDA-2D.

c. **Birds .** A total of 83 species of birds are associated with marine habitats in Tampa Bay (Dunstan and Lewis 1974). Of significance to this project, adjacent spoil islands 2D, 3D, and the Alafia Banks provide nesting habitat for 22 species of birds, including 10 state-designated “species of special concern”, and 2 federally endangered species (see table 2). According to the National Audubon Society and the Florida Game and Fresh Water Fish Commission (GFC), these dredged material created islands serve

as important breeding areas. The Alafia Banks are one of the nation's outstanding and most diverse bird colonies, as well as being ranked as Florida's number one colony. It appears the spoil islands provide desirable nesting habitat for many species due to substrate and vegetative conditions, and absence of humans. With appropriate management, these areas will continue to serve as breeding grounds for a myriad of species.

d. The following avian species were observed in the project area: brown pelicans (*Pelecanus occidentalis*), laughing gulls (*Larus atricilla*), ring-billed gulls (*Larus delawarensis*), cormorants (*Phalacrocorax auritus*), roseate spoonbills (*Ajaia ajaja*), reddish egrets (*Egretta rufescens*), tricolored egrets (*Egretta tricolor*), snowy egrets (*Egretta thula*), great egrets (*Casmerodius albus*), little blue herons (*Egretta caerula*), great blue herons (*Ardea herodias*), willets (*Catoptrphurus semipalmatus*), black-necked stilts (*Himantopus mexicanus*), ruddy turnstones (*Ironware interpret*), white ibis (*Eudocimus albus*), glossy ibis (*Plegadis falcinellus*), caspian terns (*Sterna caspia*), sandwich terns (*Sterna sandricensis*), black skimmer (*Rynchops niger*), american oystercatchers (*Haematopus palliatus*), and yellow-crowned night herons (*Nycticorax violaceus*).

Table 2- Breeding Pairs of Alafia Bank and Tampa Port Authority Spoil Islands 2D and 3D for 1996 (National Audubon Society 10-96).

Species	Alafia Bank	Island 2D	Island 3D
Brown Pelican#*	600		
Double-crested Cormorant		200	
Great Blue Heron	80		
Great Egret		80	
Snowy Egret*		200	
Little Blue Heron*		90	
Tricolored Heron*		230	
Reddish Egret*	45		
Cattle Egret		700	
Black-crowned Night Heron		50+	
Yellow-crowned Night Heron		50+	
White Ibis*		8100	
Glossy Ibis		525	
Roseate Spoonbill*		100	
Clapper Rail		+	+
American Oystercatcher*	18	34	11
Willet	6+	10+	5+
Laughing Gull	500	3400	
Caspian Tern			93
Royal Tern			180
Sandwich Tern			135
Black Skimmer*			320
Total Pairs	11,074	544+	4,144

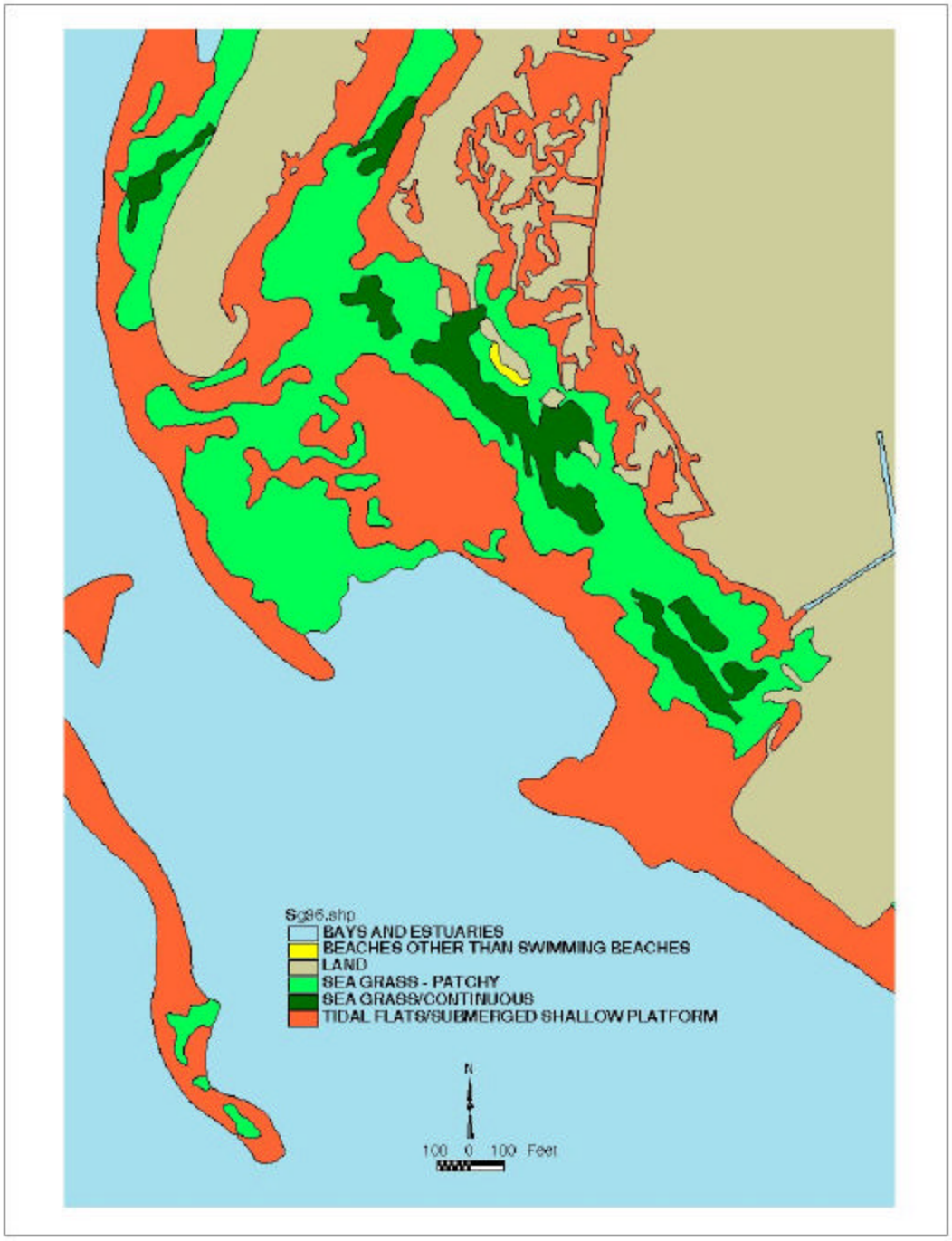

Figure 7. Seagrass Map, MacDill Seagrass Restoration Site.

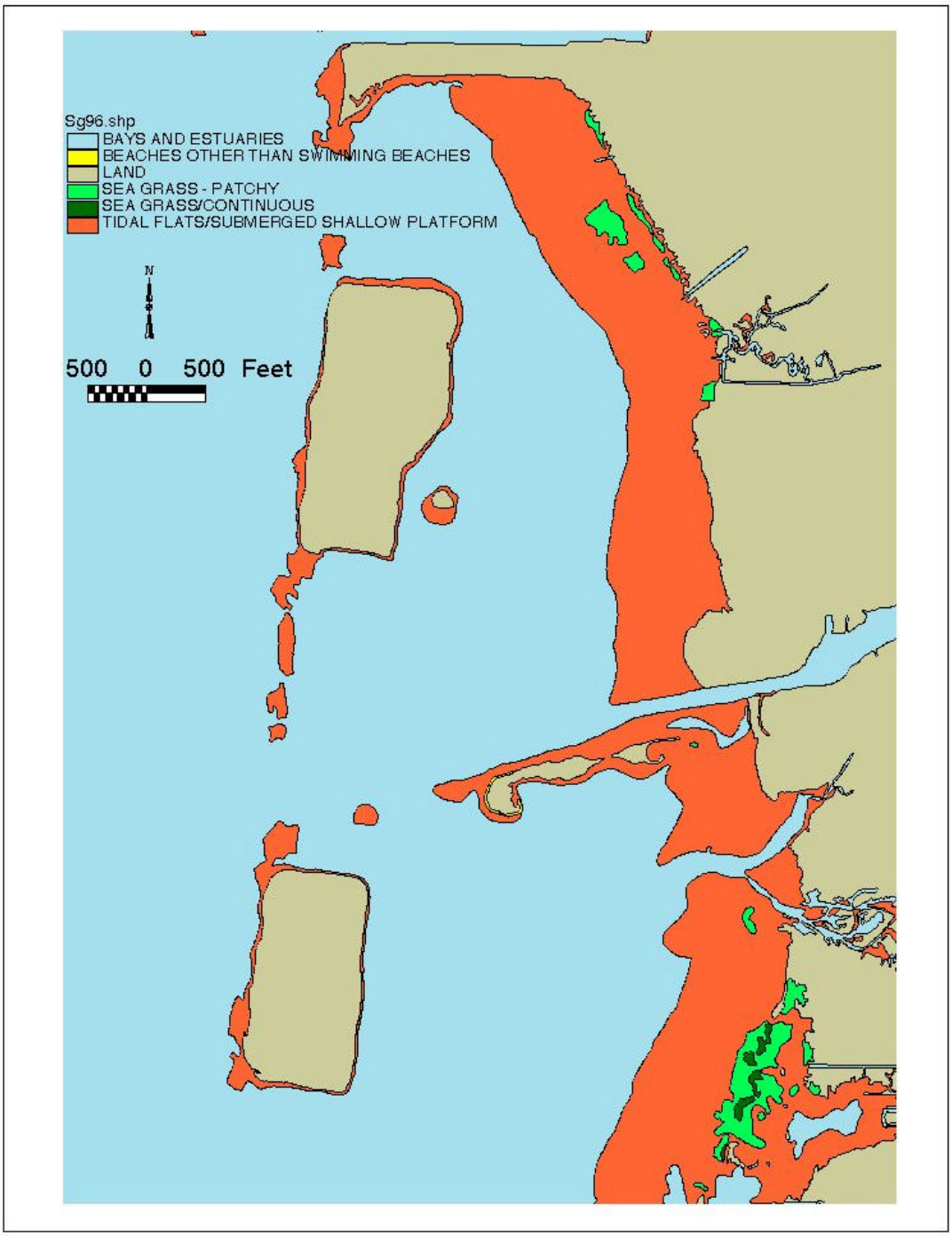

Figure 8. Seagrass Map near CMDA-2D/CMDA-3D

e. **Seagrass.** Seagrass beds are important as they offer habitat to several fish species (red drum, spotted sea trout, spot, silver perch, sheepshead, and snook), invertebrates, algae, dolphin, and the manatee. Historically, Tampa Bay has lost much of its seagrass as a result of dredge and fill activities, and degraded water quality associated with urbanization and industry discharge. Since 1950, losses equal approximately 15 thousand acres. A recent increase has been documented, and is attributed to improved bay water quality (TNEP 1996). Seagrass beds of significant size do not exist in the immediate project area (main channel and 25-feet on either side), along the east side of CMDA-2D, and the south sides of Sunken and Bird Islands. However, they do exist adjacent to the MacDill Seagrass Restoration site, and adjacent to the Whiskey Stump Key area. Turbidity could be a problem at the islands due to their close proximity (Johansson, pers. comm., 1996).

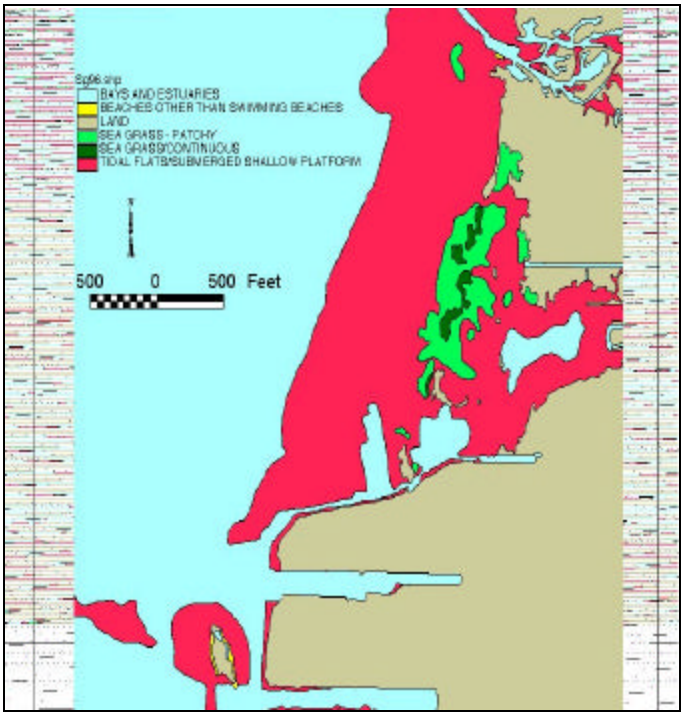

Figure 9, Seagrass Map, Whiskey Stump Key Seagrass Restoration Site

3.3.3 Social

a. **Cultural Resources.** A cultural resources remote sensing survey has been conducted for the Port Sutton Navigation channel and turning basin. No significant historic properties were located during the survey.

b. **Aesthetics**. The general aesthetics of this area is that of an industrial area along the waterfront and recreational boating and fishing along the shoreline. The aesthetics of the dredging area is within a commercial navigation area, which see large ocean going cargo vessels, fishing vessels and large recreation craft transiting the area. The hole adjacent to MacDill AFB is located adjacent to the end of the runway and a mangrove vegetated shoreline. Compressed air concussion explosions are used to deter birds from the end of the runway during airplane take-offs and landings.

c. **Recreation.** As mentioned in the previous section, recreational boating and fishing use the channel and shoreline.

3.3.4 Economics

a. **Economics**. The activities that originally justified this project in Tampa Harbor were a tonnage moved of 268,206 in 1898. This is the first available information in the District Office records for Tampa Harbor. The first breakdown of cargo available for Tampa Harbor is in 1913. Principle items received were coal, sand, shell, cement, brick, Havana Tobacco and miscellaneous merchandise. Major items shipped were phosphate, lumber and miscellaneous freight. The total tonnage for 1913 was 2,222,873 tons. This represented increase of 825 percent in just 15 years from 1880. This phenomenal increase had been attributed to channel deepening in the harbor. Since the deepening of the entrance no maintenance dredging has been conducted and sedimentation forcing vessels to light load in the upper channel. This required that the vessels either add additional freight at another port or load from a lighter (a barge) further down the harbor. The data used to justify the Federal project in Tampa was taken from 1971. Tampa Harbor was the 8th largest port in the United States, handling 36,000,000 tons of commerce almost equally divided between inbound and outbound. The major commodities requiring deeper channels are phosphates, petroleum products, and sulfur. Phosphate products were the major beneficiaries of deepening the channels. There were three major phosphate terminals at Tampa where vessels could not be fully loaded because of restrictive channel depths. In that year, there were some 230 outbound vessels of which about 160 could have taken on more cargo if not restricted by draft. Looking at economic information for Tampa Harbor over the last five years, tonnage and growth rates appear to have stayed reasonably steady. The numbers have varied but while being down one year they recovered in the next. In 1994 Tampa handled about 49 million tons of cargo and commercial passenger transport increased about 50 percent.

b. Navigation. Vessels typically enter the harbor in ballast and load bulk materials until the vessel draft reaches the limit allowed in the channel. Recreational boat traffic also uses this channel.

4 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION.

This section describes the probable consequences of implementing each alternative upon selected environmental resources. These resources are directly linked to the relevant issues listed in Section 1.4 that have served to fine-tune the environmental analysis. The following narrative includes predicted changes to the existing environment including both direct and indirect effects, irreversible and irretrievable commitment of resources, unavoidable effects, and cumulative impacts.

4.1.1 Cumulative Impacts.

Cumulative impact is "the impact upon the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions …" (40 CFR §1508.7).

4.1.2 Irreversible and Irretrievable Commitment of Resources

a. **Irreversible**. An irreversible commitment of resources is one in which the ability to utilize a resource is lost forever (e.g., the mining of a mineral resource).

b. **Irretrievable**. An irretrievable commitment of resources is one in which the ability to utilize a resource in its present state or configuration is lost for a period of time (e.g., restricting the flow of a river with a dam).

4.2 NO-ACTION ALTERNATIVE

4.2.1 Physical

a. Surface Water Quality. There would be an intermittent local increase in turbidity from the resuspension of bottom sediments from large ships entering, turning around and leaving the Port.

b. Benthic Habitat. There would be no impacts on benthic habitat.

4.2.2 Biological

a. Manatees. Minor intermittent impact on manatees from the vessels entering, turning and leaving the Port in a substandard channel. A potential exists for manatee to be trapped between vessels and the channel during these operations.

b. Birds. There would be no impact on birds from the "No Action Alternative".

c. Seagrass Beds. There would be no impacts on seagrasses.

d. Mangroves. There would be no impact on mangroves**.**

4.2.3 Social

a. Cultural Resources. There would be no adverse effects upon cultural resources from the No-Action Alternative.

b. Aesthetics. There would be no adverse effects upon the aesthetics of the Port Sutton Navigation Project site from the No-Action Alternative.

c. Recreation. There would be no adverse impacts on recreation from this alternative.

4.2.4 Economics

a. Economics. There would be a major long-term loss of revenues from the gradual reduction in cargo handling capabilities of the Port as vessel sizes increase. Companies using these vessels would seek other Ports with larger vessel handling capabilities.

b. Navigation. Recreational traffic would remain the same if the same size vessels were used. If larger vessel used the port, commercial navigation becomes more difficult and less safe**.** There would be a long-term reduction in vessel safety as larger vessels try to use the smaller channel.

4.2.5 Cumulative Impacts.

The only cumulative impact identified with this alternative would be a significant impact on navigation and economics should no actions associated with port improvements be undertaken at other ports either locally or nationally.

4.2.6 Unavoidable Effects.

No unavoidable effects resulting from the No-Action Alternative were identified.

4.2.7 Irreversible and Irretrievable Commitments of Resources.

There would be no utilization of resources should this alternative be implemented. Therefore, there is no irreversible or irretrievable commitment of resources.

4.2.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be no short-term uses so; therefore there would be no change in productivity.

4.3. EXPANSION OF EXISTING CHANNEL AND CMDA-2D/CMDA-3D PLACEMENT

4.3.1 Physical

a. Surface Water Quality. There would be an increase in turbidity surrounding the dredging operations. The dredged material would be placed in either Dredged Material Management Area CMDA-2D or CMDA-3D. The confined area would allow for sedimentation of suspended solids prior to the effluent being released back to the Bay through the weir structures. The size of the areas allows for sedimentation such that the effluent meets State water quality standards.

b. Benthic Habitat. There would be a loss of shallow-water benthic habitat. This area would be recolonized by species more suited for deeper water.

4.3.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions (Appendix I). Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees.

b. Birds. There would be a medium impact on bird nesting activities at the Dredged Material Management Area. This impact would be mitigated by the implementation of the Migratory Bird Protection Plan. Part of this Plan is to avoid bird nesting season 1 April through 31 August.

c. Seagrass Beds. There would be no impact on seagrasses from this alternative.

d. Mangroves. There would no impact from this alternative.

4.3.3 Social

a. Cultural Resources. There would be no impacts to historic properties for use of the disposal areas.

b. Aesthetics. The dredging in the channel would not have much of an impact because of the industrial use of this area.

c. Recreation. There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area.

4.3.4 Economics

a. Economics. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities.

b. Navigation. There would be a short-term adverse impact on vessels using the channel during the construction period. There would be increased safety for vessels using the new channel and turning basin.

4.3.5 Cumulative Impacts.

There would be a minor long-term cumulative impact as all ports increase their sizes to keep pace with industry demands.

4.3.6 Unavoidable Effects.

The only unavoidable impact of the dredging would be the turbidity generated during dredging.

4.3.7 Irreversible and Irretrievable Commitment of Resources

The only loss of resources that cannot be retrieved is the fuel consumption used in the construction effort. The bottom sediments are relocated to other sites and could be retrieved and placed back into the channel.

4.3.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

The relative productivity of this area from the channel construction would not change.

4.4. EXPANSION OF EXISTING CHANNEL AND HOOKERS POINT PLACEMENT

4.4.1 Physical

a. Surface Water Quality. There would be a short-term increase in turbidity from the dredging.

b. Benthic Habitat. There would be a minor loss of shallow-water benthic habitat from the widening of the existing channel.

4.4.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions (Appendix I). Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees

b. Birds. There would be no impact on birds from this alternative.

e. Seagrass Beds. There would be no impact on seagrasses from this alternative.

c. Mangroves. There would be no impact on mangroves from this alternative.

4.4.3 Social

a. Cultural Resources. There would be no impacts to historic properties.

b. Aesthetics. There would be a minor adverse impact on aesthetics from the presence and operation of dredging equipment at this site.

c. Recreation There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area.

4.4.4 Economics

a. Economics. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities.

b. Navigation. There would be a minor impact on commercial and recreation navigation from the transportation and placement of dredged material at the site**.**

4.4.5 Cumulative Impacts.

There would be a minor long-term cumulative impact as all ports increase their sizes to keep pace with industry demands.

4.4.6 Unavoidable Effects.

There would be some turbidity generated but would be controlled.

4.4.7 Irreversible and Irretrievable Commitment of Resources.

The only loss would be the fuel expended during placement.

4.4.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

The relative productivity of this area from the channel construction would not change.

4.5. EXPANSION OF EXISTING CHANNEL AND OCEAN DREDGED MATERIAL DISPOSAL SITE PLACEMENT

4.5.1 Physical

a. Surface Water Quality. There would be a short-term increase in turbidity from the dredging. There would be a turbidity plume created from the dumping of dredged material at the ODMDS and the smothering and covering of benthic organisms at the site.

b. Benthic Habitat. There would be a minor loss of shallow-water benthic habitat from the widening of the existing channel . Benthic life would be covered and smothered by the mass dumping of dredged material. The area would be quickly recolonized in between construction projects using the site.

4.5.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees.

b. Birds. There would be no impact on birds.

c. Seagrass Beds. There would be no impact on seagrasses.

d. Mangroves. There would be no impacts on mangroves.

4.5.3 Social

a. Cultural Resources. There would be no impacts to historic properties.

b. Aesthetics. There would be a minor adverse impact on aesthetics from the presence and operation of dredging equipment at this site**.**

c. Recreation. There would be a minor adverse impact on recreation use of the ODMDS during disposal operations. This includes fishing and SCUBA diving**.** There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area

4.5.4 Economics

a. Economics. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities..

b. Navigation. There would be a short-term adverse impact on commercial navigation form the transportation of dredged material to and from the ODMDS. This traffic flow would be coordinated with the Tampa Pilots association to minimize impacts.

4.5.5 Cumulative Impacts

There would be a minor long-term cumulative impact as all ports increase their sizes to keep pace with industry demands.

4.5.6 Unavoidable Effects.

There would be a turbidity plume created from the dredging and from dumping of dredged material at the ODMDS and the smothering and covering of benthic organisms at the site.

4.5.7 Irreversible and Irretrievable Commitment of Resources

There would be no irretrievable commitment of resources except for the expenditure of fuel for the transportation to and from the disposal site.

4.5.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

The long-term productivity of the ODMDS would not be affected by placement of material. In fact, the placement of more substrate at this site would create more relief creating more habitat for aquatic life.

4.6. EXPANSION OF EXISTING CHANNEL AND MACDILL SEAGRASS RESTORATION PROJECT PLACEMENT

4.6.1 Physical

a. Surface Water Quality. There would be a short-term increase in turbidity from the dredging . There would be a short-term increase in turbidity from the placement of dredged material in the hole adjacent to MacDill AFB runway. In the long-term, there would be a reduction in anoxic water quality conditions within the hole.

b. Benthic Habitat. There would be a minor loss of shallow-water benthic habitat from the widening of the existing channel. There would be and elimination of the silty substrate and replacement with a sandy substrate with the bottom elevation raised to within the photic zone.

4.6.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities and dredged material placement. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees.

b. Birds. There would be no impact on birds from this alternative.

c. Seagrass Beds. There would be no direct adverse impact on seagrasses in the area. The turbidity generated by the placement could impact adjacent patchy seagrasses. However, the use of turbidity curtains or a flocculent that would reduce turbidity at the edge of the seagrass beds would mitigate this impact. There would be a long-term benefit to seagrasses by raising the bottom elevation into the photic zone that could promote additional seagrass growth.

d. Mangroves. There would be no impact on mangroves from this alternative.

4.6.3 Social

a. Cultural Resources. There would be no impacts to historic properties .

b. Aesthetics. There would be a minor adverse impact on aesthetics from the presence and operation of dredging equipment at this site.

c. Recreation. There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area . There would be a short-term minor disruption to fishing along the edge of the hole. There would be a long-term reduction in fishing opportunities for fishing as the edge effect for fishing habitat is diminished.

4.6.4 Economics

a. Economics. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities. There would be a minor long-term benefit to the Port from the Beneficial Uses of Dredged Material and not using the upland DMMA or the ODMDS.

b. Navigation. There would be a minor impact on commercial and recreation navigation from the transportation and placement of dredged material at the site**.**

4.6.5 Cumulative Impacts.

There could be a cumulative impact on cold water fishery refugia in Tampa Bay if all the dredged material holes are filled within shallow-water areas. This would not likely occur because it would not be economically feasible or logistically possible.

4.6.6 Unavoidable Effects.

There would be some turbidity generated but would be controlled. There would be a reduction in fish habitat from the loss of edge of the hole.

4.6.7 Irreversible and Irretrievable Commitment of Resources.

The only loss would be the fuel expended during placement.

4.6.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be a short-term effect from the placement of material in the hole and the associated loss of fish habitat. However, in the long-term there would be potential generation of seagrass beds which is considered to be more productive.

4.7. EXPANSION OF EXISTING CHANNEL AND CREATION OF WETLANDS AT DREDGED MATERIAL MANAGEMENT AREA CMDA-2D

4.7.1 Physical

a. Surface Water Quality. There would be a short-term increase in turbidity from the dredging. There would be a short-term impact on water quality from the placement of material into an area along CMDA-2D and the associated increased turbidity. This affect would be different dependent on the method of displacement. If the material were pumped directly to the site, there would be a substantial turbidity plume generated. This impact would be mitigated by the use of Flocculent. If the material was first placed inside CMDA-2D then, hauled over the berm and pushed it the water there would be very little turbidity generated. In the long-term the creation of wetlands in this area would help water quality through nutrient uptake of the wetland plants.

b. Benthic Habitat. There would be a change in benthic habitat from an open-water to a shallow-water habitat. This would increase the biological productivity of the site by increasing the bottom into the photic zone.

4.7.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities and dredged material placement. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees.

b. Birds. There would be a short-term adverse impact on bird nesting during the bird-nesting season 1 April through 31 August from the construction at CMDA-2D. This impact could be mitigated by the implementation of a Migratory Bird Protection Plan. If the season cannot be avoided, a bird monitor would be used to identify nesting sites and create a buffer zone around these sites. In the long-term the creation of this 67-acre site would provide a substantial area for birds to nest and forage for food.

c. Seagrass Beds. There would be no impact on seagrass beds.

d. Mangroves. There would be a potential for additional mangrove habitat within the 67-acre site. The amount of habitat would be dependent on the final elevations created**.**

4.7.3 Social

a. Cultural Resources. There would be no impacts to historic properties.

b. Aesthetics. There would be a minor aesthetic impact from the presence and operation of dredging equipment adjacent to bird watching and fishing activities**.**

c. Recreation. There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area of the channel. There would be a minor interruption to fishing and bird watching along this shoreline**.**

4.7.4 Economics

a. Economics. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities. There would be a minor long-term benefit to the Port from the Beneficial Uses of Dredged Material and not using the upland DMMA or the ODMDS.

b. Navigation. There would be a minor impact on commercial and recreation navigation from the dredging. There would be a minor short-term disruption to recreation navigation along the shoreline of CMDA-2**D.**

4.7.5 Cumulative Impacts.

There would be a beneficial cumulative impact from the creation of wetlands with Tampa Bay. If this were done with other dredged material from the federal projects a substantial amount of habitat would be created or restored.

4.7.6 Unavoidable Effects.

There would be a loss of open-water habitat and some turbidity generated.

4.7.7 Irreversible and Irretrievable Commitment of Resources.

The only long-term commitment of resources would be the expenditure of fuel to support the work.

4.7.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be a short-term effect from the placement of material in the open-water and the associated loss of fish habitat. However, in the long-term there would be the creation of 67 acres of saltmarsh habitat, which is considered to be more productive.

4.8. EXPANSION OF EXISTING CHANNEL AND CREATION OF AVIAN HABITAT AT BIRD/SUNKEN ISLAND

4.8.1 Physical

a. Surface Water Quality. There would be a short-term impact on water quality from the dredging and placement of material into an area south of Bird Island and the associated increased turbidity. If the material were pumped directly to the site, there would be a substantial turbidity plume generated. This impact would be mitigated by the use of Flocculent. In the long-term the creation of wetlands in this area would help water quality through nutrient uptake of the wetland plants.

b. Benthic Habitat. There would be a loss of open-water habitat and the creation of 67 acres of saltmarsh and mangrove habitat from the placement of dredged material.

4.8.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities and dredged material placement. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees

b. Birds. There would be a short-term adverse impact on bird nesting during the bird-nesting season 1 March through 31 August from the construction. This impact could be mitigated by the implementation of a Migratory Bird Protection Plan. If the season cannot be avoided, a bird monitor would be used to identify nesting sites and create a buffer zone around these sites. In the long-term the creation of this 67-acre site would provide a substantial area for birds to nest and forage for food.

c. Seagrass Beds. There would be no impact on seagrasses.

d. Mangroves. There would be no adverse impact on mangroves. There would be a long-term benefit to mangroves by providing additional area for potential growth.

4.8.3 Social

a. Cultural Resources. There would be unknown impacts to historic properties. Surveys of the "area of potential effect" have not been undertaken.

b. Aesthetics. There would be a minor aesthetic impact from the presence and operation of dredging equipment adjacent to bird watching and fishing activities.

c. Recreation. There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area . There would be a substantial interruption to fishing and bird watching along this shoreline.

4.8.4 Economics

a. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities. There would be a minor long-term benefit to the Port from the Beneficial Uses of Dredged Material and not using the upland DMMA or the ODMDS.

b. Navigation. There would be a minor impact on recreation boat traffic along the Bird Island shoreline.

4.8.5 Cumulative Impacts

There would be a beneficial cumulative impact from the creation of wetlands with Tampa Bay. If this were done with other dredged material from the federal projects a substantial amount of habitat would be created or restored.

4.8.6 Unavoidable Effects.

There would be a loss of open-water habitat and some turbidity generated.

4.8.7 Irreversible and Irretrievable Commitment of Resources.

The only long-term commitment of resources would be the expenditure of fuel to support the work.

4.8.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be a short-term effect from the placement of material in the open-water and the associated loss of fish habitat. However, in the long-term there would be the creation of 272 acres of saltmarsh habitat, which is considered to be more productive.

4.9. EXPANSION OF EXISTING CHANNEL AND WHISKEY STUMP KEY SEAGRASS RESTORATION PROJECT PLACEMENT

4.9.1 Physical

a. Surface Water Quality. There would be a short-term increase in turbidity from the placement of dredged material in the hole adjacent to Port Redwing. In the long-term, there would be a reduction in anoxic water quality conditions within the hole. There would be a short-term increase in turbidity at the dredge site. There are no significant resources at the site that would be affected by the increased turbidity levels. There would be special water quality protection plans implemented at the restoration site to protect the surrounding seagrass beds.

b. Benthic Habitat. There would be an elimination of the silty substrate and replacement with a sandy substrate with the bottom elevation raised to within the photic zone. The dredging would eliminate some shallow-water habitat and replaced with deeper water substrates. The benthic organisms would be converted to those more suitable for deeper water.

4.9.2 Biological

a. Manatees. There would be a short-term adverse impact on manatees during construction of the new facilities and dredged material placement. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. Clamshell operations would be limited due to the potential impacts on manatees.

b. Birds. There would be a long-term benefit to the birds using the adjacent islands from the bank stabilization provided to the shoreline.

c. Seagrass Beds. There would be no direct adverse impact on seagrasses in the area. The turbidity generated by the placement could impact adjacent patchy seagrasses. However, the use of turbidity curtains or a

flocculent that would reduce turbidity at the edge of the seagrass beds would mitigate this impact. There would be a long-term benefit to seagrasses by raising the bottom elevation into the photic zone that could promote additional seagrass growth.

d. Mangroves. There would be no impact on mangroves from this alternative.

4.9.3 Social

a. Cultural Resources. There would be no impact on cultural resources from this alternative.

b. Aesthetics. There would be a minor adverse impact on aesthetics from the presence and operation of dredging equipment at this site even though the dredging would take place in an industrial area. There would be a short-term impact on aesthetics at the restoration site from the presence of disposal equipment. This area would be impacted more due to the area use for recreation.

c. Recreation. There would be a short-term minor disruption to fishing along the edge of the hole. There would be a long-term reduction in fishing opportunities for fishing as the edge effect for fishing habitat is diminished.

4.9.4 Economics

a. Economics. There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities. There would be a minor long-term benefit to the Port from the Beneficial Uses of Dredged Material and not using the upland DMMA or the ODMDS.

6 Navigation. There would be a minor impact on commercial and recreation navigation from the transportation and placement of dredged material at the site**.**

4.9.5 Cumulative Impacts.

There could be a cumulative impact on cold water fishery refugia in Tampa Bay if all the dredged material holes are filled within shallow-water areas. This would not likely occur because it would not be economically feasible or logistically possible.

4.9.6 Unavoidable Effects.

There would be some turbidity generated but would be controlled. There would be a reduction in fish habitat from the loss of edge of the hole.

4.9.7 Irreversible and Irretrievable Commitment of Resources.

The only loss would be the fuel expended during placement.

4.9.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be a short-term effect from the placement of material in the hole and the associated loss of fish habitat. However, in the long-term there would be potential generation of seagrass beds which is considered to be more productive.

5 LIST OF PREPARERS

Name	Job Title	Years Experience	NEPA Participation
William J. Fonferek	Biologist	21 years	NEPA preparation, coordination, endangered species consultation
Tommy Birchett	Archeologist	20 years	Cultural Resources Assessment
Glen Schuster	Civil Engineer	22 years	Water Quality Assessment
Peter Besrutchko	Environmental Engineer	10 years	HTRW Assessment
Paul Stevenson	Landscape Planner	12 years	Aesthetic and Recreation Assessment
Tracy Leeser	Civil Engineer	6 years	Study Manager
Tim Murphy	Civil Engineer	8 years	Project Manager

6 COORDINATION WITH OTHERS

6.1 INTRODUCTION.

This section provides information on how the development and planning of this proposed action was coordinated with concerned agencies and interested parties during initial site selection through the preliminary development of this document.

6.2. Scoping

A scoping letter dated May 8, 1998, was sent to all interested parties including adjacent property owners, state and local governments and federal agencies.

6.3. State Clearinghouse Coordination.

The State Clearinghouse acknowledged receipt of the May 12, 1998 scoping letter and assigned a number to the file (SAI# FL9805110198C).

6.4. Pinellas County.

Pinellas County responded to the scoping letter by letter dated May 12, 1998, stating that any sandy material be placed on Pinellas County beaches.
RESPONSE: If sandy material is encountered and the State wishes the pay for the additional costs of placing the material on the beach above that considered economical, we would do this.

6.5. Hillsborough County EPC.

The Hillsborough County Planning Commission responded by letter dated May 20, 1998, stating its support of dredging projects provided State water quality standards are meet, the dredged material is placed in a manner that minimizes environmental and social

impacts and is consistent with port and municipal planning. The Commission also recommended the project should demonstrate a substantial need, benefits, and include appropriate measures to minimize and mitigate adverse environmental impacts. The Commission also expressed concerns for the work being incompatible with the northeast shoreline of Seddon Island mitigation. It also expressed concerns for erosion and water quality from the alteration of the waterway. It recommended a seagrass survey of the project area.
RESPONSE: The dredging and placement of dredged material will meet State water quality standards. An Environmental Assessment will be prepared for the project and circulated in accordance with the NEPA implementing regulations. The alternative selected would be based on the most economical and environmentally sound design. The local sponsor for this project is the Port of Tampa. This modification was previously evaluated but never constructed because at the time it was not considered economical. The Port has requested this be reconsidered because of Port growth and vessel safety in the area. The major emphasis of the Limited Re-evaluation Report is the economic justification of the project. The EA will also identify existing resources within the area, assess impacts (if any) and determine necessary mitigation. The impacts on resources along Seddon Island have been considered as part of the evaluation process. An engineering evaluation of the new turning basin has determined the slopes and footprint of the new design. Based on this, we do not feel the shoreline would be affected. Water quality impacts of this channel would not change from the widening. A site investigation by the Corps and field survey of the project area by the US Fish and Wildlife Service revealed no seagrasses in the area. A literature search of the NEP seagrass maps and water quality indicates that the water quality in the area is relatively degraded so that seagrass would not grow there.

6.6. NMFS.

The National Marine Fisheries Service responded by letter dated June 3, 1998. They expressed concerns for the mangroves and oyster beds along the shoreline in the project area. They recommended that USFWS consider the affects of the projects on these resources and that the sediments be sampled to determine suitable disposal sites.
RESPONSE: The mangroves would be avoided but the oyster beds would be impacted. The design calls for the relocation of the beds to adjacent areas where other oyster beds are present. The material dredged material has been sampled and the use of this material in upland placement or in the Garrison Channel would not violate State water quality standards. The USFWS considered these effects in the Fish and Wildlife Coordination Act Report (see Appendix II).

6.7. Tampa Pilots.

The Tampa Bay Pilots responded by letter dated June 17, 1998. They stated that the project would provide increased navigation safety.

6.8. State Clearinghouse Coordination.

The Florida Department of Community Affairs responded by letter dated June 19, 1998. They requested an additional 7 days to make a consistency determination.

6.9. State Clearinghouse Coordination.

The Florida Department of Community Affairs responded by letter dated July 17, 1998. The Department requested that impacts to manatees be considered and stated a permit from DEP was necessary and that consistency with the Coastal Zone Management Program be considered. It also recommended that a magnetometer survey of the project area be conducted to determine if underwater cultural resources are located in the area. The Department has also determined that at this stage the project is consistent with the CZMP.

RESPONSE: Impacts on federally threatened and endangered species are addressed in formal consultation with the US Fish and Wildlife Service involving any federal action. The Project will be evaluated in accordance with the Florida Coastal Zone Management Program A determination will be forwarded to the State Clearinghouse during the review of the draft Environmental Assessment prepared for the project. A magnetometer survey has been conducted and the results are being coordinated with the State.

6.10. Field Meeting.

A field meeting and site visit was conducted on 9 December 1998 to consider alternatives for dredged material placement. Representatives of the Corps, US Fish and Wildlife Service, the Tampa Port Authority, Hillsborough County Environmental Protection Commission and the Florida Department Environmental Protection were in attendance. Alternatives discussed included creation of inter-tidal wetlands adjacent to CMDA-2D, Island creation south of Davis Island airport, marsh creation along Davis Island, Palm River Restoration, Hookers Point fill and Garrison Channel.

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8.0 INDEX

W

APPENDIX I

SECTION 404(B)(1) EVALUATION

MACDILL SEAGRASS RESTORATION SITE
SECTION 404(b)(1) EVALUATION
DREDGED MATERIAL

I. Project Description

a. Location. Tampa Harbor-Port Sutton Navigation Channel, Hillsborough County, Florida.

b. General Description. The Corps is proposing to place dredged material from the construction of the Port Sutton Navigation Channel in a former borrow area located southwest of the runway at MacDill Air Force Base in Tampa Bay.

c. Authority and Purpose. This study is authorized by Water Resources Development Act 1992. Pursuant to Section 204 of the Water Resources Development Act of 1996, the US Army Corps of Engineers was delegated the authority to look for opportunities for using dredged material in a way beneficial to the aquatic environment. This proposal was presented to the Corps for consideration by the Habitat Restoration Committee of the Agency on Bay Management, Tampa Bay Regional Planning Council.

d. General Description of Dredged or Fill Material

(1) General Characteristics of Material. . Alafia has fines ranging between 5 to 45 percent. Preliminary findings indicate the high percentage of fines in the dredged material may not be problematic for a beneficial use plan.

(2) Quantity of Material. Approximately 300,000 cubic yards of dredged material excavated from the navigation entrance channel will be placed in the hole.

(3) Source of Material. The material will be excavated from selected sites within the Tampa Harbor navigation channel.

e. Description of the Proposed Discharge Site.

(1) Size and Location. The placement area is located southwest of the runway of MacDill AFB. It can hold approximately 300,000 cubic yards of material.

(2) Type of Site. The site is a former borrow area. The material was used for the MacDill AFB runway extension. The hole is located in a littoral area surrounded by patchy seagrass beds. The bottom of the hole collects silty sediments. The edges of the hole are sandy material. The hole has a maximum depth of 12 feet.

(3) Type of Habitat. The hole is a cold water refugia for large fish. It is habitat for a large number of species of fish that use the edge of the hole as habitat. The center of the hole has low dissolved oxygen and is less likely used by the fisheries. Smaller

species and juvenile fish use the adjacent seagrass beds.

(4) Timing and Duration of Discharge. The hole would be filled in conjunction with the construction of the new navigation channel.

f. Description of Disposal Method. The dredging would be conducted by a hydraulic dredge or hopper with pump-out capabilities. The outfall would likely have a diffuser at the terminal end. The contractor could employ a floculant to reduce turbidity and increase settling.

II. Factual Determinations

a. Physical Substrate Determinations.

(1) Substrate Elevation and Slope. The hole is slightly sloped toward an adjacent tidal trough in the Bay. The hole is approximately 12-feet deep with elevations of 1-foot, 3-foot and 8-foot surrounding the hole.

(2) Sediment Type. Sediment analysis of the disposal site indicates that the bottom is composed of a layer of silt and fine grained sand. A site investigation was conducted by divers to verify that the habitat was a silty substrate.

(3) Dredged/Fill Material Movement. The dredged material is not likely to movement because it is a low energy area and the hole acts as a sediment trap for silty material.

(4) Physical Effects on Benthos. Placement will result in the loss of benthic organisms at the placement site. These communities will reestablish quickly upon completion of work. Disruption of marine life at the placement area will be short term.

(5) Other Effects. Fisheries at or near the disposal area should not experience substantive adverse effects. Standard manatee construction conditions will be required of all contractors. The work as proposed will not jeopardize protected species. No known historical properties will be affected by this project. The proposed work will result in some temporary disruption of normal vessel traffic in the harbor, but it's completion will have a favorable impact on the operation of the port with a resulting beneficial effect on the local and regional economy. Temporary degradation in water quality at the dredging and disposal sites will also occur. Turbidity would be controlled to not impact adjacent seagrass beds. The long-term filling of the hole would offer the expansion of seagrass beds in the area.

(6) Actions Taken to Minimize Impacts. Turbidity curtains or floculents could be employed to reduce impacts on seagrass beds. The standard manatee protection conditions would also be employed to reduce potential for impacts. .

b. Water Circulation, Fluctuation and Salinity Determinations

(1) Water

(a) Salinity. No impacts to salinity at disposal site.

(b) Water Chemistry. There will be no changes in water chemistry at the site.

(c) Clarity. There will be a temporary increase in turbidity level at the disposal site and immediately adjacent to the disposal area during the disposal operations.

(d) Color. Due to the minor silt content, there will be a brown turbidity plume associated with the discharge operations.

(e) Odor. There would be no odor problems associated with the dredged material since the material contains few organics and would not be exposed to the air.

(f) Taste. Not applicable.

(g) Dissolved Gas Levels. There would be improved water quality at the site from the increased dissolved oxygen levels.

(h) Nutrients. The material to be discharged is mainly sand with shell fragment, therefore no nutrients would be bound in the material and no release of nutrients would be anticipated.

(i) Eutrophication. No eutrophication is anticipated.

(2) Current Patterns and Circulation. Not applicable.

(3) Normal Water Level Fluctuations. Not applicable.

(4) Salinity Gradients. Not applicable.

(5) Actions That Will Be Taken to Minimize Impacts. The disposal site will be operated to maintain state water quality standards.

d. Suspended Particulate/Turbidity Determinations

(1) Expected Changes in Suspended Particulate and Turbidity Levels in Vicinity of Disposal Site. No changes are anticipated because the dredged material is sandy material containing few fines.

(2) Effects (degree and duration) on Chemical and Physical values

(a) Light penetration. Light penetration would be reduced during disposal operations. This would be short-term in duration and would not cause any significant adverse effects.

(b) Dissolved Oxygen. There would be no reduction in dissolved oxygen levels from the discharge of the sandy dredged material.

(c) Toxic Metals and Organics. No toxic materials are anticipated to be encountered.

(d) Pathogens. Not Applicable.

(e) Aesthetics. There will be an increase in noise levels and aesthetic degradation from the presence and operation of dredging equipment at the disposal site.

(f) Others as Appropriate. None.

(3) Effects on Biota (consider environmental values in sections 230.21, as appropriate)

(a) Primary Production, Photosynthesis. No photosynthesis occurs at this site.

(b) Suspension/Filter Feeders. Little or no impact is expected.

(c) Sight Feeders. Little or no impact is expected.

(4) Actions taken to Minimize Impacts. None required.

d. Contaminant Determinations. No contaminants have been previously encountered and therefore none are anticipated.

e. Aquatic Ecosystem and Organism Determinations

(1) Effects on Plankton. No significant effects.

(2) Effects on Benthos. No significant benthic populations are located in the disposal site and therefore no significant adverse impacts are anticipated.

(3) Effects on Nekton. None are anticipated.

(4) Effects on Aquatic Food Web. None are anticipated.

(5) Effects on Special Aquatic Sites. No special aquatic sites are located within the

disposal site.

(a) Sanctuaries and Refuges. Not applicable.

(b) Wetlands. Not applicable.

(c) Mud Flats. Not applicable.

(d) Vegetated Shallows. None would be affected.

(e) Coral Reefs. Not applicable.

(f) Riffle and Pool Complexes. Not applicable.

(6) Threatened and Endangered Species. None would be affected.

(7) Other Wildlife. Not applicable.

(8) Actions to Minimize Impacts. No actions are necessary.

f. Proposed Disposal Site Determinations

(1) Mixing Zone Determination. No mixing will likely occur due to the sandy nature of the dredged material, the shallow water and the small quantity of fines associated with the material.

(2) Determination of Compliance with Applicable Water Quality Standards. Water quality certification has been issued by the State. Monitoring of the discharge site will be conducted to insure State standards met.

(3) Potential Effects on Human Use Characteristic

(a) Municipal and Private Water Supply. Not applicable.

(b) Recreational and Commercial Fisheries. There would be a long-term change in the species composition of fish at the site. There would be a edged maintained for 20 years as the hole is continually filled. At the completion of the project, there would likely be some relief for fish but the cold weather refugia would be eliminated.

(c) Water Related Recreation. Not applicable.

(d) Aesthetics. The proposed discharge would increase noise and scenic degradation along the ocean front during disposal operations.

(e) Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves. Not applicable.

g. Determination of Cumulative Effects on the Aquatic Ecosystem. Since the bottom substrate is silty, the placement of an irregular sandy substrate would provide additional diversity to the area. It would also create potential substrate for seagrass bed colonization.

h. Determination of Secondary Effects on the Aquatic Ecosystem. Not applicable.

CMDA-2D WETLAND CREATION SITE
SECTION 404(b)(1) EVALUATION
DREDGED MATERIAL

I. Project Description

a. Location. Tampa Harbor-Port Sutton Navigation Channel, Hillsborough County, Florida.

b. General Description. The Corps is proposing to place dredged material from the construction of the Port Sutton Navigation Channel adjacent to Dredged Material Management Area CMDA-2D in Tampa Bay.

c. Authority and Purpose. This study is authorized by Water Resources Development Act 1992. Pursuant to Section 204 of the Water Resources Development Act of 1996, the US Army Corps of Engineers was delegated the authority to look for opportunities for using dredged material in a way beneficial to the aquatic environment. This proposal was presented to the Corps for consideration by the Habitat Restoration Committee of the Agency on Bay Management, Tampa Bay Regional Planning Council.

d. General Description of Dredged or Fill Material

(1) General Characteristics of Material. The excavated material to be placed would consist of newly excavated bottom sediments.

(2) Quantity of Material. Approximately 1,540,000 cubic yards of dredged material excavated from the navigation entrance channel will be placed.

(3) Source of Material. The material will be excavated from the Port Sutton Navigation Channel.

e. Description of the Proposed Discharge Site.

(1) Size and Location. The 67-acre site is located adjacent to CMDA-2D located north of the Alafia River Navigation Channel..

(2) Type of Site. The site is a sandy bottom open-water area.

(3) Type of Habitat. The area is mostly open-water habitat with a small island located on the south east corner of the site..

(4) Timing and Duration of Discharge. The area would be filled in conjunction with the construction of the navigation channel expansion.

f. Description of Disposal Method. The dredging would be conducted by a hydraulic dredge

or hopper with pump-out capabilities. The material could either be placed directly into the open-water site or into CMDA-2D where it would then be pushed into the site using heavy equipment. If it is placed directly, an outfall would likely have a diffuser at the terminal end. The contractor could employ a floculant to reduce turbidity and increase settling. There would likely be an underwater berm established to hold the sediments in place.

II. Factual Determinations

a. Physical Substrate Determinations.

(1) Substrate Elevation and Slope. The average depth of the site is approximately 5 feet..

(2) Sediment Type. Sediment analysis of the disposal site indicates that the bottom is composed of a layer of silt and fine grained sand. A site investigation was conducted by divers to verify that the habitat was a silty substrate.

(3) Dredged/Fill Material Movement. The dredged material is not likely to movement because it is a low energy area and the area is protected from wind and wave action by the DMMA.

(4) Physical Effects on Benthos. Placement will result in the loss of benthic organisms at the placement site. These communities will reestablish quickly upon completion of work. Disruption of marine life at the placement area will be short term.

(5) Other Effects. Fisheries at or near the disposal area should not experience substantive adverse effects. Standard manatee construction conditions will be required of all contractors. The work as proposed will not jeopardize protected species. No known historical properties will be affected by this project. The proposed work will result in some temporary disruption of normal vessel traffic in the harbor, but it's completion will have a favorable impact on the operation of the port with a resulting beneficial effect on the local and regional economy. Temporary degradation in water quality at the dredging and disposal sites will also occur. The work will create 67 acres of estuarine habitat.

(6) Actions Taken to Minimize Impacts. Turbidity curtains or floculents could be employed to reduce impacts on seagrass beds. The standard manatee protection conditions would also be employed to reduce potential for impacts. .

b. Water Circulation, Fluctuation and Salinity Determinations

(1) Water

(a) Salinity. No impacts to salinity at disposal site.

(b) Water Chemistry. There will be no changes in water chemistry at the site.

(c) Clarity. There will be a temporary increase in turbidity level at the disposal site and immediately adjacent to the disposal area during the disposal operations.

(d) Color. Due to the minor silt content, there will be a brown turbidity plume associated with the discharge operations.

(e) Odor. There would be no odor problems associated with the dredged material since the material contains few organics and would not be exposed to the air.

(f) Taste. Not applicable.

(g) Dissolved Gas Levels. There would be improved water quality at the site from the increased dissolved oxygen levels.

(h) Nutrients. The material to be discharged is mainly sand with shell fragment, therefore no nutrients would be bound in the material and no release of nutrients would be anticipated.

(i) Eutrophication. No eutrophication is anticipated.

(2) Current Patterns and Circulation. Not applicable.

(3) Normal Water Level Fluctuations. Not applicable.

(4) Salinity Gradients. Not applicable.

(5) Actions That Will Be Taken to Minimize Impacts. The disposal site will be operated to maintain state water quality standards.

d. Suspended Particulate/Turbidity Determinations

(1) Expected Changes in Suspended Particulate and Turbidity Levels in Vicinity of Disposal Site. No changes are anticipated because the dredged material is sandy material containing few fines.

(2) Effects (degree and duration) on Chemical and Physical values

(a) Light penetration. Light penetration would be reduced during disposal operations. This would be short-term in duration and would not cause any significant adverse effects.

(b) Dissolved Oxygen. There would be no reduction in dissolved oxygen levels from the discharge of the sandy dredged material.

(c) Toxic Metals and Organics. No toxic materials are anticipated to be encountered.

(d) Pathogens. Not Applicable.

(e) Aesthetics. There will be an increase in noise levels and aesthetic degradation from the presence and operation of dredging equipment at the disposal site.

(f) Others as Appropriate. None.

(3) Effects on Biota (consider environmental values in sections 230.21, as appropriate)

(a) Primary Production, Photosynthesis. No photosynthesis occurs at this site.

(b) Suspension/Filter Feeders. Little or no impact is expected.

(c) Sight Feeders. Little or no impact is expected.

(4) Actions taken to Minimize Impacts. None required.

d. Contaminant Determinations. No contaminants have been previously encountered and therefore none are anticipated.

e. Aquatic Ecosystem and Organism Determinations

(1) Effects on Plankton. No significant effects.

(2) Effects on Benthos. No significant benthic populations are located in the disposal site and therefore no significant adverse impacts are anticipated.

(3) Effects on Nekton. None are anticipated.

(4) Effects on Aquatic Food Web. None are anticipated.

(5) Effects on Special Aquatic Sites. No special aquatic sites are located within the disposal site.

(a) Sanctuaries and Refuges. Not applicable.

(b) Wetlands. The work would create 67 acres of wetlands..

(c) Mud Flats. Not applicable.

(d) Vegetated Shallows. None would be affected.

(e) Coral Reefs. Not applicable.

(f) Riffle and Pool Complexes. Not applicable.

(6) Threatened and Endangered Species. None would be affected.

(7) Other Wildlife. Not applicable.

(8) Actions to Minimize Impacts. No actions are necessary.

f. Proposed Disposal Site Determinations

(1) Mixing Zone Determination. No mixing will likely occur due to the sandy nature of the dredged material, the shallow water and the small quantity of fines associated with the material.

(2) Determination of Compliance with Applicable Water Quality Standards. Water quality certification has been issued by the State. Monitoring of the discharge site will be conducted to insure State standards met.

(3) Potential Effects on Human Use Characteristic

(a) Municipal and Private Water Supply. Not applicable.

(b) Recreational and Commercial Fisheries. There would be an increase in spawning and nursery areas for fish.

(c) Water Related Recreation. Not applicable.

(d) Aesthetics. The proposed discharge would increase noise and scenic degradation along the ocean front during disposal operations.

(e) Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves. Not applicable.

g. Determination of Cumulative Effects on the Aquatic Ecosystem. Since the bottom substrate is silty, the placement of an irregular sandy substrate would provide additional diversity to the area.

h. Determination of Secondary Effects on the Aquatic Ecosystem. Not applicable.

SUNKEN ISLAND/BIRD ISLAND EXPANSION
SECTION 404(b)(1) EVALUATION
DREDGED MATERIAL

I. Project Description

a. Location. Tampa Harbor-Port Sutton Navigation Channel, Hillsborough County, Florida.

b. General Description. The Corps is proposing to place dredged material from the construction of the Port Sutton Navigation Channel adjacent to Sunken Island/Bird Island to create bird habitat.

c. Authority and Purpose. This study is authorized by Water Resources Development Act 1992. Pursuant to Section 204 of the Water Resources Development Act of 1996, the US Army Corps of Engineers was delegated the authority to look for opportunities for using dredged material in a way beneficial to the aquatic environment. This proposal was presented to the Corps for consideration by the Habitat Restoration Committee of the Agency on Bay Management, Tampa Bay Regional Planning Council.

d. General Description of Dredged or Fill Material

(1) General Characteristics of Material. Port Sutton has fines ranging between 5 to 45 percent. Preliminary findings indicate the high percentage of fines in the dredged material may not be problematic for a beneficial use plan.

(2) Quantity of Material. Approximately 900,000 cubic yards of dredged material excavated from the navigation entrance channel will be used to construct the island.

(3) Source of Material. The material will be excavated from selected sites within the Port Sutton Navigation Channel.

e. Description of the Proposed Discharge Site.

(1) Size and Location. A 67-acre open-water site adjacent to Sunken/Bird Island located south of the Alafia River Navigation Channel.

(2) Type of Site. The Islands are upland habitat, well-vegetated and support bird nesting in the mangroves. The discharge site is open-water sandy bottom.

(3) Type of Habitat. The site is open-water sandy bottom used by fish.

(4) Timing and Duration of Discharge. The island would be expanded in conjunction with the construction of the new navigation channel.

f. Description of Disposal Method. The dredging would be conducted by a hydraulic dredge or hopper with pump-out capabilities. The outfall would likely have a diffuser at the terminal end. The contractor could employ a flocculent to reduce turbidity and increase settling.

II. Factual Determinations

a. Physical Substrate Determinations.

(1) Substrate Elevation and Slope. This would be a flat open-water area approximately 7 feet deep.

(2) Sediment Type. The bottom sediments in this area are sandy.

(3) Dredged/Fill Material Movement. The material would be contained within a diked area to control settling and turbidity.

(4) Physical Effects on Benthos. Placement will result in the loss of benthic organisms at the placement site. These communities will reestablish quickly upon completion of work. Disruption of marine life at the placement area will be short term.

(5) Other Effects. Fisheries at or near the disposal area should not experience substantive adverse effects. Standard manatee construction conditions will be required of all contractors. The work as proposed will not jeopardize protected species. No known historical properties will be affected by this project. The proposed work will result in some temporary disruption of normal vessel traffic in the harbor, but it's completion will have a favorable impact on the operation of the port with a resulting beneficial effect on the local and regional economy. Temporary degradation in water quality at the dredging and disposal sites will also occur.

(6) Actions Taken to Minimize Impacts. The standard manatee protection conditions would also be employed to reduce potential for impacts. .

b. Water Circulation, Fluctuation and Salinity Determinations

(1) Water

(a) Salinity. No impacts to salinity at disposal site.

(b) Water Chemistry. There will be no changes in water chemistry at the site.

(c) Clarity. There will be a temporary increase in turbidity level at the disposal site and immediately adjacent to the disposal area during the disposal operations.

(d) Color. Due to the minor silt content, there will be a brown turbidity plume associated with the discharge operations.

(e) Odor. There would be no odor problems associated with the dredged material since the material contains few organics and would not be exposed to the air.

(f) Taste. Not applicable.

(g) Dissolved Gas Levels. Not applicable.

(h) Nutrients. The material to be discharged is mainly sand with shell fragment, therefore no nutrients would be bound in the material and no release of nutrients would be anticipated.

(i) Eutrophication. No eutrophication is anticipated.

(2) Current Patterns and Circulation. Not applicable.

(3) Normal Water Level Fluctuations. Not applicable.

(4) Salinity Gradients. Not applicable.

(5) Actions That Will Be Taken to Minimize Impacts. The disposal site will be operated to maintain state water quality standards.

d. Suspended Particulate/Turbidity Determinations

(1) Expected Changes in Suspended Particulate and Turbidity Levels in Vicinity of Disposal Site. No changes are anticipated because the dredged material is sandy material containing few fines.

(2) Effects (degree and duration) on Chemical and Physical values

(a) Light penetration. Light penetration would be reduced during disposal operations. This would be short-term in duration and would not cause any significant adverse effects.

(b) Dissolved Oxygen. There would be no reduction in dissolved oxygen levels from the discharge of the sandy dredged material.

(c) Toxic Metals and Organics. No toxic materials are anticipated to be encountered.

(d) Pathogens. Not Applicable.

(e) Aesthetics. There will be an increase in noise levels and aesthetic degradation from the presence and operation of dredging equipment at the disposal site.

(f) Others as Appropriate. None.

(3) Effects on Biota (consider environmental values in sections 230.21, as appropriate)

(a) Primary Production, Photosynthesis. No photosynthesis occurs at this site.

(b) Suspension/Filter Feeders. Little or no impact is expected.

(c) Sight Feeders. Little or no impact is expected.

(4) Actions taken to Minimize Impacts. None required.

d. Contaminant Determinations. No contaminants have been previously encountered and therefore none are anticipated.

e. Aquatic Ecosystem and Organism Determinations

(1) Effects on Plankton. No significant effects.

(2) Effects on Benthos. No significant benthic populations are located in the disposal site and therefore no significant adverse impacts are anticipated.

(3) Effects on Nekton. None are anticipated.

(4) Effects on Aquatic Food Web. None are anticipated.

(5) Effects on Special Aquatic Sites. No special aquatic sites are located within the disposal site.

(a) Sanctuaries and Refuges. Not applicable.

(b) Wetlands. Not applicable.

(c) Mud Flats. Not applicable.

(d) Vegetated Shallows. None would be affected.

(e) Coral Reefs. Not applicable.

(f) Riffle and Pool Complexes. Not applicable.

(6) Threatened and Endangered Species. None would be affected.

(7) Other Wildlife. Not applicable.

(8) Actions to Minimize Impacts. No actions are necessary.

f. Proposed Disposal Site Determinations

(1) Mixing Zone Determination. No mixing will likely occur due to the sandy nature of the dredged material, the shallow water and the small quantity of fines associated with the material.

(2) Determination of Compliance with Applicable Water Quality Standards. Water quality certification has been issued by the State. Monitoring of the discharge site will be conducted to insure State standards met.

(3) Potential Effects on Human Use Characteristic

(a) Municipal and Private Water Supply. Not applicable.

(b) Recreational and Commercial Fisheries. There would be a short-term impact on recreational fishing during construction. In the long-term the creation of 67 acres of wetlands would be beneficial to fish nurseries.

(c) Water Related Recreation. Not applicable.

(d) Aesthetics. The proposed discharge would increase noise and scenic degradation along the ocean front during disposal operations.

(e) Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves. Not applicable.

g. Determination of Cumulative Effects on the Aquatic Ecosystem. There would be a cumulative increase in wetland habitat in Tampa Bay.

h. Determination of Secondary Effects on the Aquatic Ecosystem. Not applicable.

WHISKEY STUMP KEY SEAGRASS RESTORATION SITE
SECTION 404(b)(1) EVALUATION
DREDGED MATERIAL

I. Project Description

a. Location. Tampa Harbor-Port Sutton Navigation Channel, Hillsborough County, Florida.

b. General Description. The Corps is proposing to place dredged material from the construction of the Port Sutton Navigation Channel in a former borrow area located adjacent to Whiskey Stump Key near the Tampa Big Bend Navigation Project in Tampa Bay.

c. Authority and Purpose. This study is authorized by Water Resources Development Act 1992. Pursuant to Section 204 of the Water Resources Development Act of 1996, the US Army Corps of Engineers was delegated the authority to look for opportunities for using dredged material in a way beneficial to the aquatic environment. This proposal was presented to the Corps for consideration by the Habitat Restoration Committee of the Agency on Bay Management, Tampa Bay Regional Planning Council.

d. General Description of Dredged or Fill Material

(1) General Characteristics of Material. . Port Sutton has fines ranging between 5 to 45 percent. Preliminary findings indicate the high percentage of fines in the dredged material may not be problematic for a beneficial use plan.

(2) Quantity of Material. Approximately 950,000 cubic yards of dredged material excavated from the navigation entrance channel will be placed in the hole.

(3) Source of Material. The material will be excavated from selected sites within the Tampa Harbor navigation channel.

e. Description of the Proposed Discharge Site.

(1) Size and Location. It is a 53-acre site located north of Tampa Harbor Big Bend Navigation Project.

(2) Type of Site. The site is a sedimentation basin used in the construction of Port Redwing.

(3) Type of Habitat. The hole is a cold water refugia for large fish. It is habitat for a large number of species of fish that use the edge of the hole as habitat. The center of the hole has low dissolved oxygen and is less likely used by the fisheries. Smaller species and juvenile fish use the adjacent seagrass beds.

(4) Timing and Duration of Discharge. The hole would be filled in conjunction with the construction of the new navigation channel.

f. Description of Disposal Method. The dredging would be conducted by a hydraulic dredge or hopper with pump-out capabilities. The outfall would likely have a diffuser at the terminal end. The contractor could employ a floculant to reduce turbidity and increase settling.

II. Factual Determinations

a. Physical Substrate Determinations.

(1) Substrate Elevation and Slope. The hole is slightly sloped toward an adjacent tidal trough in the Bay. The hole is approximately 12-feet deep.

(2) Sediment Type. Sediment analysis of the disposal site indicates that the bottom is composed of a layer of silt and fine grained sand. A site investigation was conducted by divers to verify that the habitat was a silty substrate.

(3) Dredged/Fill Material Movement. The dredged material is not likely to movement because it is a low energy area and the hole acts as a sediment trap for silty material.

(4) Physical Effects on Benthos. Placement will result in the loss of benthic organisms at the placement site. These communities will reestablish quickly upon completion of work. Disruption of marine life at the placement area will be short term.

(5) Other Effects. Fisheries at or near the disposal area should not experience substantive adverse effects. Standard manatee construction conditions will be required of all contractors. The work as proposed will not jeopardize protected species. No known historical properties will be affected by this project. The proposed work will result in some temporary disruption of normal vessel traffic in the harbor, but it's completion will have a favorable impact on the operation of the port with a resulting beneficial effect on the local and regional economy. Temporary degradation in water quality at the dredging and disposal sites will also occur. Turbidity would be controlled to not impact adjacent seagrass beds. The long-term filling of the hole would offer the expansion of seagrass beds in the area.

(6) Actions Taken to Minimize Impacts. Turbidity curtains or flocculent could be employed to reduce impacts on seagrass beds. The standard manatee protection conditions would also be employed to reduce potential for impacts. .

b. Water Circulation, Fluctuation and Salinity Determinations

(1) Water

(a) Salinity. No impacts to salinity at disposal site.

(b) Water Chemistry. There will be no changes in water chemistry at the site.

(c) Clarity. There will be a temporary increase in turbidity level at the disposal site and immediately adjacent to the disposal area during the disposal operations.

(d) Color. Due to the minor silt content, there will be a brown turbidity plume associated with the discharge operations.

(e) Odor. There would be no odor problems associated with the dredged material since the material contains few organics and would not be exposed to the air.

(f) Taste. Not applicable.

(g) Dissolved Gas Levels. There would be improved water quality at the site from the increased dissolved oxygen levels.

(h) Nutrients. The material to be discharged is mainly sand with shell fragment, therefore no nutrients would be bound in the material and no release of nutrients would be anticipated.

(i) Eutrophication. No eutrophication is anticipated.

(2) Current Patterns and Circulation. Not applicable.

(3) Normal Water Level Fluctuations. Not applicable.

(4) Salinity Gradients. Not applicable.

(5) Actions That Will Be Taken to Minimize Impacts. The disposal site will be operated to maintain state water quality standards.

d. Suspended Particulate/Turbidity Determinations

(1) Expected Changes in Suspended Particulate and Turbidity Levels in Vicinity of Disposal Site. No changes are anticipated because the dredged material is sandy material containing few fines.

(2) Effects (degree and duration) on Chemical and Physical values

(a) Light penetration. Light penetration would be reduced during disposal operations. This would be short-term in duration and would not cause any significant adverse effects.

(b) Dissolved Oxygen. There would be no reduction in dissolved oxygen levels from the discharge of the sandy dredged material.

(c) Toxic Metals and Organics. No toxic materials are anticipated to be encountered.

(d) Pathogens. Not Applicable.

(e) Aesthetics. There will be an increase in noise levels and aesthetic degradation from the presence and operation of dredging equipment at the disposal site.

(f) Others as Appropriate. None.

(3) Effects on Biota (consider environmental values in sections 230.21, as appropriate)

(a) Primary Production, Photosynthesis. No photosynthesis occurs at this site.

(b) Suspension/Filter Feeders. Little or no impact is expected.

(c) Sight Feeders. Little or no impact is expected.

(4) Actions taken to Minimize Impacts. None required.

d. Contaminant Determinations. No contaminants have been previously encountered and therefore none are anticipated.

e. Aquatic Ecosystem and Organism Determinations

(1) Effects on Plankton. No significant effects.

(2) Effects on Benthos. No significant benthic populations are located in the disposal site and therefore no significant adverse impacts are anticipated.

(3) Effects on Nekton. None are anticipated.

(4) Effects on Aquatic Food Web. None are anticipated.

(5) Effects on Special Aquatic Sites. No special aquatic sites are located within the disposal site.

(a) Sanctuaries and Refuges. Not applicable.

(b) Wetlands. Not applicable.

(c) Mud Flats. Not applicable.

(d) Vegetated Shallows. None would be affected.

(e) Coral Reefs. Not applicable.

(f) Riffle and Pool Complexes. Not applicable.

(6) Threatened and Endangered Species. None would be affected.

(7) Other Wildlife. Not applicable.

(8) Actions to Minimize Impacts. No actions are necessary.

f. Proposed Disposal Site Determinations

(1) Mixing Zone Determination. No mixing will likely occur due to the sandy nature of the dredged material, the shallow water and the small quantity of fines associated with the material.

(2) Determination of Compliance with Applicable Water Quality Standards. Water quality certification has been issued by the State. Monitoring of the discharge site will be conducted to insure State standards met.

(3) Potential Effects on Human Use Characteristic

(a) Municipal and Private Water Supply. Not applicable.

(b) Recreational and Commercial Fisheries. There would be a long-term change in the species composition of fish at the site. There would be a edged maintained for 20 years as the hole is continually filled. At the completion of the project, there would likely be some relief for fish but the cold weather refugia would be eliminated.

(c) Water Related Recreation. Not applicable.

(d) Aesthetics. The proposed discharge would increase noise and scenic degradation along the ocean front during disposal operations.

(e) Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves. Not applicable.

g. Determination of Cumulative Effects on the Aquatic Ecosystem. Since the bottom substrate is silty, the placement of an irregular sandy substrate would provide additional diversity to the area. It would also create potential substrate for seagrass bed colonization.

h. Determination of Secondary Effects on the Aquatic Ecosystem. Not applicable.

APPENDIX II

ENDANGERED SPECIES CONSULTATON

PD-E

United States Department of the Interior

FISH AND WILDLIFE SERVICE
6620 Southpoint Drive South
Suite 310
Jacksonville, Florida 32216-0912

JUN 08 1999

IN REPLY REFER TO:
FWS/R4/ES-JAFL

Mr. George M. Strain
Acting Chief, Planning Division
US Army Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

ATTN: Mr. Bill Fonferek

Dear Mr. Strain:

In accordance with an FY 1998 funding agreement with the U.S. Army Corps of Engineers' Jacksonville District, the U.S. Fish and Wildlife Service is submitting the enclosed amended draft Fish and Wildlife Coordination Act Section 2(b) Report with reference to the Tampa Bay-Ybor Channel Turning Basin and the Tampa Harbor-Port Sutton Terminal Channel projects for your review. Included in the draft report is the required section 7 consultation pursuant to the Endangered Species Act. The figures referenced in the report have not been included in the draft, but will be in the final report.

We look forward to receiving your comments and finalizing the report. If you have a question about this report, please contact either Don Palmer at (904) 232-2580, ext. 115 or Bryan Pridgeon at (727) 570-5398, ext. 13.

Sincerely,

Michael M. Bentzien

for David L. Hankla
Field Supervisor

Enclosure

cc with enclosure:

David Dale, NMFS, St. Pertersburg
Tom Olds, FWS, St. Petersburg
M. Duncan/FDEP/BPSM
J. Beever/GFC/Punta Gorda

TAMPA HARBOR - YBOR CHANNEL TURNING BASIN AND THE TAMPA HARBOR - PORT SUTTON TERMINAL CHANNEL PROJECTS

U.S. Fish and Wildlife Service
Fish and Wildlife Coordination Act Report

AMENDED DRAFT REPORT

Submitted to:
Department of the Army
U.S. Army Corps of Engineers
Jacksonville District
Planning Division, Environmental Branch
Jacksonville, Florida

Submitted by:
Department of the Interior
U.S. Fish and Wildlife Service
Ecological Services Field Office
Jacksonville Florida
June 1999

TABLE OF CONTENTS

FISH AND WILDLIFE COORDINATION ACT SECTION 2(b), REPORT

FISH AND WILDLIFE COORDINATION ACT
SECTION 2(b), REPORT

INTRODUCTION

The U.S. Fish and Wildlife Service (Service) has reviewed project plans and other information related to the Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel projects. Both are previously authorized projects undergoing limited re-evaluation by the U.S. Army Corps of Engineers (Corps). The Corps is also investigating whether there is a federal interest in extending the Port Sutton Terminal Channel from the currently authorized length of 3,700 feet to 6,000 feet.

This draft report documents the fish and wildlife resources of the proposed project area, the anticipated effects of the project on those resources, and recommends potential mitigative measures. It has been prepared pursuant to a Fiscal-Year 1998 scope-of-work agreement between the Service and the Corps, and is provided in accordance with Section 2(b) of the Fish and Wildlife Coordination Act. Also incorporated in this report is the Service's biological opinion regarding the effects of the proposed project on federally listed species in the project area, pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

PROJECT DESCRIPTION

Both projects are located in Hillsborough Bay, in northeast Tampa Bay (Figure 1). The Ybor Channel Turning Basin is the junction of three dredged channels; Sparkman, Garrison, and Ybor. The Port Sutton Channel connects to Cut C of the Tampa Harbor Channel about 2.5 miles southeast of the Ybor Channel Turning Basin.

Two of the channels that enter the Ybor Channel Turning Basin (Sparkman and Ybor) are currently authorized and periodically maintained. The Turning Basin is broadly triangular in shape and maintained at a depth of 34 feet. This project proposes to broaden the basin by dredging 200 feet of additional width on its southwest side, as authorized by the Rivers and Harbors Act of 1970. The Corps would dredge about 8 acres of bottom to 34 feet deep for the widening. They presently propose five sites for disposal of the dredged material; Hooker's Point, CMDA-2D (2D), CMDA-3D (3D), the Garrison Channel, and an open bay disposal site south of Davis Island. Four of the disposal sites are previously approved sites, three of which (Hooker's Point, 2D and 3D) receive material from multiple projects. The Hooker's Point site is at the southern end of the Hooker's Point peninsula that separates the Sparkman Channel from East Bay. Disposal areas 2D and 3D are large confined disposal cells in Hillsborough Bay adjacent to the Cut C segment of the Tampa Harbor channel. The Garrison Channel lies in a roughly northeast to southwest alignment between downtown Tampa and Harbour Island in Hillsborough Bay. Open bay disposal is proposed in a spoil disposal site that is about 0.3 miles south of Davis Island and 1.25 miles west of the Port Sutton Terminal Channel (27° 54' 06" N, 82° 26' 54" W).

Port Sutton is on the northeast side of Hillsborough Bay, about 2.5 miles southeast of the Ybor Channel Turning Basin. The Port Sutton Terminal Channel is currently about 4,000 feet long and 400 feet wide with authorized project dimensions of 3,700 feet long, 200 feet wide, and 43 feet deep down the centerline of the channel. The Corps has not constructed the deepening project of

the existing channel, and current mid-channel depths range from 26 to 38 feet. The Corps is investigating constructing the authorized project and also extending the channel up to a total of 6,000 feet. If a 3,700-foot-long project is constructed the channel bottom footprint would cover about 17 acres. A 6,000-foot-long project would cover about 27.5 acres. Dredged material is proposed for disposal in either 2D or 3D.

STUDY AREA DESCRIPTION AND FISH AND WILDLIFE RESOURCES

The study area includes the proposed dredge sites and disposal sites in upper Hillsborough Bay in northeast Tampa Bay. It is roughly bounded by the City of Tampa on the north, disposal site 3D on the south, the community of Palm River on the east and Harbour Island and Davis Island on the west.

Dredge Sites

The Ybor Channel Turning Basin and the Port Sutton Terminal Channel are among the series of channels dredged by the Corps and local port authorities to allow large vessels to navigate Tampa Bay. Port of Tampa bulk and general cargo facilities, cruise ship terminals, and ship repair and construction facilities are served by the two projects under consideration.

The de-authorized Garrison Channel enters the Ybor Channel Turning Basin from the west, the Sparkman Channel enters from the south, and the Ybor Channel enters from the north. Vertical bulkheads form the northern shoreline of the Garrison Channel. Its southern shoreline is the north shore of Harbour Island, a largely man-made island of multi- and single family residences. A cove rimmed by Brazilian pepper (*Schinus terebinthifolius*), riprap, and wooden bulkheads, and containing a dilapidated boathouse forms the south shoreline of the Garrison Channel adjacent to the turning basin. The Beneficial Road bridge crosses the channel immediately west of the cove. A permit has been issued for constructing a vertical bulkhead from the bridge westward for the length of the channel not presently bulkheaded. Piers for mooring recreational boats will be constructed from the bulkhead.

The 34-foot-deep Sparkman Channel connects the turning basin and Cut D of the Tampa Bay entrance channel. Its eastern shore is largely hardened and continuously lined with port facilities. Harbour Island forms its western shore. An underwater shelf extends from the shore of the island. The shelf's width varies, widening to the north, becoming about 250 feet wide where the channel joins the turning basin. The southern two-thirds of the Harbour Island shore adjacent to the channel is steep and vegetated predominantly by Brazilian pepper. The northern one-third is a mitigation site for development on the island. It was reshaped and planted with black mangrove (*Avicennia germinans*) and smooth cordgrass (*Spartina alterniflora*).

Both sides of the 400 to 500-foot-wide, 34-foot-deep Ybor Channel are hardened and lined continuously with commercial enterprises. The Florida Aquarium is the only non-marine industry facility on the channel.

The large channel which contains the Port Sutton Terminal Channel is a dead end channel 400 feet wide and approximately 6,000 feet long. Its entry lies between Hooker's Point to the north and Pendola Point to the south. Berths approximately 40 feet deep align the channel's north side and a short section of its south side. On the south side, the berths are located at the extreme ends of the channel with a broad shelf between them that extends into the channel, sloping gradually for a width of 60 to 80 feet before dropping into the terminal channel. No berthing facilities are developed adjacent to the shelf.

Hillsborough Bay is considered the most impacted segment of Tampa Bay as manifested by water quality (Lewis and Estevez 1988, Squires and Cardinale 1996) and altered tidal flow and prism (Goodwin 1987). Squires and Cardinale (1996) reviewed data on salinity, Secchi disk depth, turbidity, dissolved oxygen concentration, total phosphorus, total nitrogen, and chlorophyll-*a* concentrations as water quality indicators. Secchi disk depth and turbidity are two measures of water clarity, which is important for determining the depth of photosynthesis and allowing visually oriented organisms to find food and shelter. Dissolved oxygen is necessary for the vast majority of organisms to live and its concentration is one of the most important factors controlling the distribution of aquatic organisms; concentrations below four parts per million (ppm) are marginal for supporting aquatic life. Phosphorus and nitrogen are nutrients necessary for the survival and growth of aquatic plants, with their availability and relative concentrations affecting the types and quantities of plants in aquatic systems. Chlorophyll-*a* concentration is an indicator of phytoplankton productivity and serves as an indicator of nutrient loads and fluxes. Figures 2 - 4 show the results of the Squires and Cardinale review. Hillsborough Bay typically had shallower Secchi disk depths, lower dissolved oxygen concentrations, and greater turbidity, total phosphorus, total nitrogen, and chlorophyll-*a* concentrations than other segments of the bay, leading to their conclusion that Hillsborough Bay was the most impacted segment of the bay.

Upper Hillsborough Bay and the Ybor Channel were identified as among the most contaminated segments of Tampa Bay by Frithsen *et al.* (1995) in their synoptic report of Tampa Bay environmental contaminants. Concentrations of cadmium, lead and zinc that exceeded the state's Probable Effects Level were reported from individual samples in Hillsborough Bay. McConnell and Brink (1997) examined the sources of the contaminants of concern identified in Frithsen *et al.* (*Op. Cit.*) in the upper Hillsborough Bay watershed and identified the Ybor Channel as a priority sub-basin for point sources of copper and nickel and non-point sources of metals loading. Polynuclear aromatic hydrocarbons (PAH) were also identified in the Ybor Channel from both permitted stormwater outfalls and stormwater runoff. Long *et al.* (1995) examined sediment toxicity in Tampa Bay and reported it was most evident in upper Hillsborough Bay, including the Ybor Channel, East Bay and adjacent waterways of the harbor. It is evident that the area around the Port of Tampa, including the dredged channels, has a history of environmental contamination, is subject to continued contaminant loading, and tests have shown the contaminants may have a toxic effect on aquatic organisms.

Hillsborough Bay is heavily industrialized, channelized, has a higher sediment silt content, is considered more polluted, and has lower water quality than other segments of Tampa Bay (Lewis and Estevez 1988, Coastal Environmental 1994, Carr *et al.* 1996, Karlen 1996), all of which contribute to its limited diversity of benthic habitats and organisms. Benthic organisms are those that live in or in contact with aquatic substrates and their distribution and abundance are largely determined by water quality and sediment composition (Lewis and Estevez 1988). Information detailed in their synoptic report relates that Hillsborough Bay is one of the few segments of Tampa Bay not supporting a great diversity and abundance of benthic organisms. Karlen (1996) also reported that the fewest species of benthos (200 species, range 200 - 368), and the lowest diversity value (2.33, range 2.33 - 3.47) from benthic samples taken in Tampa Bay in September 1993 came from Hillsborough Bay.

American oysters (*Crassostrea virginica*) are one of the most visible and well studied species of estuarine benthic organisms. They have not been extensively studied in Tampa Bay, although their commercial harvest in Tampa Bay was second only to the harvest from Apalachicola Bay through the 19th century (Lewis and Estevez 1988). The Tampa Bay industry was gone by 1970. Oyster beds are important components of estuarine systems not only for their commercial value but also their functional value. Oysters filter and clean the water passing across them and build reefs that provide habitat for many other organisms. Bahr and Lanier (1981) reported that up to 50m^2 of shell surface was available for epifauna for each square meter of oyster reef surface and found 42 species of invertebrates associated with the reef. Although they reported on a reef community in Georgia, most of the species noted are also present in Tampa Bay and it is reasonable to expect that they are associated with Tampa Bay oyster reefs also. Several oyster beds are known to exist on the shelf proposed for dredging to expand the Ybor Channel Turning Basin. A survey conducted by the Corps (unpublished) confirmed the location and area of eight oyster beds on the shelf, seven of which will be removed by the dredging project. The total area of the beds is just over 1,120 square feet, with the largest covering about 706 square feet.

Estuaries are known for the diversity of fish that reside in them. Some species remain in the bays for their entire life cycle, while others spend only specific stages in the estuary. Either life history type demonstrates the necessity of estuarine conditions for the existence of the species. Over 200 species of fish have been collected from Tampa Bay and adjacent beaches (Comp 1985). Of those, about 125 species can be considered to commonly inhabit the bay. Table 1 lists some fish species that may be found at the project sites.

Despite the lack of any natural habitat adjacent to the dredge sites, birds use the area for foraging and loafing. Birds observed by a Fish and Wildlife Service biologist on August 5, 1998 include; brown pelican (*Pelecanus occidentalis*), double-crested cormorant (*Phalacrocorax auritus*), black-crowned night-heron (*Nycticorax nycticorax*), little blue heron (*Egretta caerulea*), great egret (*Casmerodius albus*), great blue heron (*Ardea herodias*), American oystercatcher (*Haematopus palliatus*), spotted sandpiper (*Actitis macularia*), laughing gull (*Larus atricilla*), ring-billed gull (*Larus delawarensis*), Forster's tern (*Sterna forsteri*), and osprey (*Pandion haliaetus*).

Disposal Sites

Disposal sites 2D and 3D are confined disposal sites belonging to the Tampa Port Authority that encompass about 1,100 acres. They lie to the east of the Tampa Harbor channel about 1.25 and 4.5 miles, respectively, south of the Port Sutton entry. Both sites are manmade islands, rimmed with containment dikes that have discharge weirs in place. Disposal island 2D is the larger of the two at about 650 acres, with 3D being about 450 acres.

The Hooker's Point disposal site is a Tampa Port Authority open water disposal site at the southern end of Hooker's Point that is being filled under a permit that expires in 1999. When filled it will create an upland site for the port.

Bird use of the dredge sites and the above-mentioned disposal sites is very different. The dredge sites are in highly industrialized locations, with little shallow shoreline and minimal non-industrialized habitat. Although the dredged disposal sites are manmade islands they are isolated from most mainland disturbances, such as traffic, mammalian predation and human disturbance. They also offer sandy unvegetated and grassy locations preferred as nesting sites for many colonial nesting waterbirds. In the "State of Tampa Bay 1994" (Tampa Bay Regional Planning Council 1995) the National Audubon Society reported that over 6,200 pairs of breeding waterbirds were present on the two disposal islands in 1994.

The Garrison Channel was deauthorized as a Federal channel after the Harbor Boulevard and Beneficial Boulevard bridges were constructed to connect Harbour Island with the mainland. Seawalls line the full length of its northern shoreline. They line about one half of its southern shoreline, with construction underway to complete the lining of the southern shore. With no maintenance, the channel has silted in to about 20 feet deep toward its east end, 10 feet shallower than its previous authorized depth. Channel depth increases toward the west with a maximum depth of about 27 feet (tide approximately +1.5 feet) near the Harbor Boulevard Bridge. The Corps is proposing to use the channel for the disposal of dredged material; although they would continue a commitment to dredge the channel if it fills to a depth of less than 10 feet.

About 146 acres are included in the footprint of the open bay disposal site south of Davis Island. It is situated on a large flat that ends at the 43-foot-deep Cut-C and Cut-D Channels to its east. The flat ranges from about 9 to 14 feet deep and is considered to consist of fine sediments (Coastal Environmental, Inc. 1994). Navigation chart 11413 (Tampa Bay, Northern Part) shows an island within the proposed disposal site. It has eroded and is no longer emergent. The minimum depth over the site was 3.5 feet on May 21, 1999 when the tide elevation was about +1.5 feet.

DISCUSSION OF PROJECT-RELATED ENVIRONMENTAL EFFECTS AND MITIGATIVE MEASURES

Both of the projects addressed in this report are located in Hillsborough Bay, the most industrialized, channelized and polluted segment of Tampa Bay. Although fish and wildlife

resources associated with the proposed dredging sites are limited when compared to those of most areas in Tampa Bay efforts should be made to eliminate or minimize impacts to them.

The removal of benthic communities, long term changes to water quality resulting from changing relatively shallow habitats to deep water habitats, and the requirement for periodic maintenance dredging will be unavoidable impacts of the dredging projects. Sediment composition and dissolved oxygen concentrations, both of which will be permanently changed by the projects, largely determine benthic community structure and function. One would expect their change to lead to a different benthic community than that presently existing. The community that does establish will be subject to regular removal from maintenance dredging projects.

The most obvious change to the benthic community will be the oyster beds lost to widening the Ybor Channel Turning Basin. They should be relocated to suitable locations rather than dredged and disposed.

The immediate loss of the benthic community in the dredging footprint and the lost community functions during recovery could be mitigated through oyster bed creation. The combined footprint of the two dredging projects is about 25 acres if the Corps dredges a 3,700-foot-long Port Sutton Terminal Channel and about 35 acres if the Terminal Channel is 6,000 feet long. Using Bahr and Lanier's (1981) information that oyster reefs provide 50 times the surface area that bare bottoms do, oyster bed creation of 0.5 to 0.7 acres would mitigate the impacts of the dredging at a 1:1 ratio. Upper Hillsborough Bay near the Delaney Creek Pop-off or adjacent to disposal sites 2D or 3D could be appropriate locations for creating oyster beds.

No quantifiable adverse effects are expected to fishery species from direct contact with the dredge. However, there is the potential for the resuspension of environmental contaminants that can have negative effects on both mobile and sessile aquatic organisms, as evidenced by Long *et al.* (1995). Results of an elutriate study performed for the Corps, reported in the "Environmental Impact Statement, Port Sutton Channel, Hillsborough County, Florida" (U.S. Army Corps of Engineers 1986) showed no chemicals of concern would exceed State standards. However, elutriate tests are designed to predict the level of contaminants that would be expected in the water leaving the disposal site, and do not accurately predict the level of contaminants resuspended in the water column at the dredging site. No bulk chemistry, bioassay or bioaccumulation tests were reported. Given the time since those samples were collected for analysis (May 11, 1985) and the results reported by Long *et al.* (1995), bulk chemical analyses, bioassay and bioaccumulation tests should be performed on sediments from the proposed dredging sites. If evidence of environmental contamination is found efforts must be made to prevent their spread from the dredge site and they must be disposed of appropriately.

Dredged material disposal is projected for Hooker's Point or disposal islands 2D or 3D. Hooker's Point offers poor fish and wildlife habitat. It is regularly disturbed by crews distributing newly received fill material and is in an industrial setting where domestic cats and dogs are expected. No negative impacts beyond those already mitigated are anticipated from placing fill at Hooker's Point if the materials are contained within the permitted site.

The two disposal islands (2D and 3D) are noted as nesting sites for colonial waterbirds. The Corps recognized this in their environmental assessment for maintenance dredging of the Tampa Harbor and Hillsborough Bay Channels (U.S. Army Corps of Engineers 1989), and committed to conducting maintenance dredging between September 1 and May 1 to avoid adverse impacts to nesting birds on the two disposal islands. The Corps later published the "Final Migratory Bird Protection Policy" (Policy) (U.S. Army Corps of Engineers 1994) that recognized April 1 as the beginning of the nesting season in Florida, but also allowed more flexibility for completing projects that stretched into the nesting season. The policy should be implemented for this project, recognizing that the policy's first priority, avoidance of work in the nesting season, is also the Service's preferred method for protecting nesting birds on the islands.

Hillsborough Bay's average depth has increased, flushing rates have decreased and circulation has been modified from pre-development conditions (Goodwin 1987). Both the Garrison Channel and the open bay disposal site would cause additional changes that should be evaluated with regard to water quality parameters that affect biological resources, particularly dissolved oxygen.

The Garrison Channel is a dredged channel with hardened vertical shorelines connecting two other similar channels. Circulation is limited by the channel's location in the upper reaches of Tampa Bay where tidal influence is attenuated by distance from the mouth of the bay (Goodwin 1987), by its alignment and by its narrow configuration which limit wind driven circulation. Given the physical constraints on circulation and the inverse relationship between dissolved oxygen concentration and water depth in Hillsborough Bay, bottom water quality is likely to be stressful for biota in the Garrison Channel.

Adding dredged material to raise the bottom elevation could improve water quality in the channel. However, it may do so at the expense of further reducing circulation between the Hillsborough River and Seddon Channel and the Ybor Turning Basin. The Garrison Channel's depth of 20 feet is 5-6 feet shallower than the Seddon Channel and 18-19 feet shallower than the Ybor Turning Basin, so it may already act as a sill, restricting circulation between the two channels. Raising its bottom elevation even more will increase the effects presently experienced. The potential results on water quality of reducing circulation through the dredged channels should be examined before the bottom elevation of the Garrison Channel is raised. A cursory analysis of this disposal option was included in the "Environmental Impact Statement, Port Sutton Channel, Hillsborough County, Florida (U.S. Army Corps of Engineers 1986).

Open bay disposal of dredged material has been one of the leading causes of habitat loss in Tampa Bay. Since the early 1900's an estimated 13,161 acres have been filled for transportation corridors, commercial and residential developments and as disposal sites for small dredge projects, with the overwhelming majority (about 12,000 acres) occurring in shallow waters that previously supported seagrass meadows (Coastal Environmental, Inc. 1994). Most of the area directly impacted by commercial navigation projects (about 14,380 acres) has been in deep water, and not resulting in the direct loss of seagrass habitats. Overall dredge and fill activities have changed the structure of over 27,541 acres (about 43 square miles) of the Tampa Bay system. The disposal site proposed for use south of Davis Island is an existing disposal site and its area is included in the referenced figures.

Open bay disposal of dredged material has an immediate and direct impact on benthic organisms, water quality and circulation patterns. There is a short term loss of benthic productivity when dredged material is disposed on an open bay bottom. The rate of recolonization and post project community structure depend largely on the existing community structure and on the thickness and type of spoil disposed (Stickney 1984). If the sediment type is not changed, the post project benthic community will likely approximate the existing community. The rate of recovery will depend on the project location and sediment type. Water quality impacts can be both short- and long-term in estuaries. Short-term impacts vary among locations with the sediment type determining the degree of the impact. Organic, fine-grained sediments cause a greater increase in biochemical oxygen demand than mineral sediments. Long-term water quality changes result from changes in bottom depth and changes in circulation patterns.

Beneficial use projects for the dredged materials should be sought if there are no sediment contaminants issues. The Palm River and two dredged holes near Whiskey Stump and Green Keys are potential beneficial use project sites. HDR Engineering (1994) recommended decreasing the Palm River's depth and removing high spots that are accreting to improve circulation and dissolved oxygen concentrations near the bottom. There is a hole upstream of the Highway 41 bridge that is about 21 feet deep with a 12-foot-deep sill beneath the bridge. Filling or partially filling the hole to at least match the upstream bottom depth would begin addressing the widely recognized problem of aquatic habitat degradation in the Palm River.

Filling part or all of the dredged holes near Whiskey Stump and Green Keys are potential beneficial use projects that would require additional study of their importance to local and estuary-wide aquatic resources before the projects could occur. Although the holes are dredged holes and offer markedly different habitats than those present before they were dug, there is anecdotal evidence of their fisheries productivity and function as cold weather refugia. Filling the holes would address the priority objective of the "The Comprehensive Conservation and Management Plan for Tampa Bay" (Tampa Bay National Estuary Program 1996) to restore seagrass beds. However, that objective should be achieved at sites with habitats less productive and diverse than that of the seagrass beds that will replace them. It is uncertain whether the dredged holes would meet this criteria.

SUMMARY OF FISH AND WILDLIFE COORDINATION ACT COMMENTS

The Ybor Channel Turning Basin and Port Sutton Terminal Channel projects are situated in the most industrialized, modified segment of Tampa Bay and are adjacent to existing dredged deep water channels. In spite of the altered, stressful environmental conditions of the project sites there are fish and wildlife resources that require consideration. In order to minimize project-related adverse impacts to fish and wildlife resources the Service provides the following recommendations:

- avoid dredging-related impacts to the existing mitigation site on northeast side of Harbour Island;

- o salvage existing oyster beds on the shelf extending from Harbour Island for relocation;
- o conduct bulk chemical analyses, bioassay and bioaccumulation tests with sediments from dredge sites;
- o if contaminants are found in dredge site sediments, take measures to prevent their dispersal during dredging and spoil disposal operations;
- o monitor pipelines to prevent accidental spills;
- o create 0.5 to 0.7 acres of oyster bed to mitigate the dredging of 25 to 35 acres of relatively shallow bay bottom;
- o implement the "Final Migratory Bird Protection Policy" to protect nesting birds on 2D and 3D;
- o evaluate changes to hydrology and water quality from Garrison Channel and open bay disposal options; and,
- o seek beneficial use projects, such as described above, for use of dredged material.

ENDANGERED SPECIES ACT SECTION 7 CONSULTATION

CONSULTATION HISTORY

The Corps requested a Coordination Act Report and formal section 7 consultation from the Service. A scope of work was received on May 11, 1998, and formal consultation was initiated on that date. This biological opinion is based on information provided in the May 8, 1998 public notice, field inspections, Service data, and other sources of information. A complete administrative record of this consultation is on file at the Service's Jacksonville Field Office.

BIOLOGICAL OPINION

Description of Proposed Action

The applicant proposes to widen and deepen the existing Ybor turning basin and Port Sutton Navigation Channel at Tampa Harbor, Tampa, Hillsborough County, Florida. The existing turning basin is maintained to a depth of 34 feet. The authorized project will widen the basin an additional 200 feet on the southwest side. The existing Port Sutton channel is also maintained to a depth of 34 feet. Design parameters are for depths of minus 43 feet, and a width of 200 feet. Additional extension of the Pt. Sutton channel to a length of 6,000 feet long is also under consideration.

The purpose of the project is to improve vessel maneuvering and access capabilities in the immediate area. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D, the Garrison Channel and open bay disposal south of Davis Island. A hydraulic dredge is proposed to be used; however, difficulty in transporting slurry material to the Hooker's Point disposal area is anticipated, and may require use of a clamshell dredge in areas.

Status of the Species

The Federal government has recognized the threats to the continued existence of the manatee for almost 30 years. The West Indian manatee was first listed as an endangered species in 1967 under the Endangered Species Preservation Act of 1966 (16 U.S.C. 668aa(c)) (32 FR 48:4001). The Endangered Species Conservation Act of 1969 (16 U.S.C. 668aa(c)) continued to recognize the West Indian manatee as endangered (35 FR 16047). The West Indian manatee was listed as an endangered species pursuant to the Endangered Species Act in 1973, as amended. Critical habitat was designated for the manatee in 1976.

The Florida manatee is a native marine mammal that is mostly restricted to coastal waters of Florida and Georgia. Manatees are commonly found in bays, inlets, and rivers occurring in fresh, brackish, and salt water environments. They are herbivorous and prefer to feed on submerged aquatic vegetation (SAV). Manatees are attracted to freshwater and commonly seen drinking from hoses at marinas and other freshwater discharges.

The only year-round populations of manatees in the United States occur throughout the coastal and inland waterways of peninsular Florida and a small group that overwinters in extreme southeast Georgia. Based on information from the Florida Department of Environmental Protection's Florida Marine Research Institute (FMRI) synoptic aerial survey program, biologists believe that there are at least 2,600 manatees in Florida's coastal waters. Based on this and other sources of information, it has been suggested that the manatee population was slowly increasing throughout its range. Eberhardt and O'Shea (1995) calculated an annual population growth rate of 7 percent at Crystal River, Citrus County, Florida. Garrott et al.'s (1994) analysis of trends at winter aggregation sites suggest a mean annual increase of 7-12 percent in adjusted counts at sites on the east coast from 1978 - 1992. Because of the epizootic and record mortalities attributable to other causes, manatees suffered a serious setback in 1996. It will take a number of years for the population to return to pre-epizootic levels (Ackerman 1997).

Recovery goals for the Florida manatee include restoring the population to optimum sustainable levels and to maintain them at those levels. Levels can be achieved by controlling mortality factors and by making sure critical habitats are secure and threats are controlled or decreased (USFWS 1995).

Environmental Baseline

Action Area

Because there are two project sites, each will be addressed separately in this biological opinion. The action area for both sites is defined as the immediate areas of dredging for the Ybor basin and Port Sutton.

Status of Species in Action Area

The Florida Marine Research Institute (FMRI 1998) documents manatees in Tampa Harbor (Ybor basin area) and Port Sutton Channel year round. In the Ybor basin vicinity, the majority of animals use the channels as travel routes to the Hillsborough River to access forage and fresh water. In Ybor basin exclusively, our information indicates little manatee use, those being primarily traveling manatees.

The other project site is at Port Sutton, approximately 2 miles south of Ybor basin, where a power plant discharge point provides warm water refugia to a small number (2 -17) of manatees in the winter months. Information from the FMRI indicates the number of animals using the discharge area has slightly increased over the years, but consistently averages 2 animals present for every winter aerial survey taken December through February. A maximum of eight animals have been observed at one time in the canal, with a maximum of seventeen for a winter survey period (M. Duncan pers. comm. 1998). Additional manatee activity appears to be concentrated at the entrance to Port Sutton (west of the canal), with a few sightings east of the canal. Because the power plant operates only intermittently (on days of high electrical demand in colder months), its discharge is not a dependable refuge to manatees.

Manatee mortality records from 1974-1997 indicate seven deaths have occurred in the Ybor basin/Port Sutton area. Two have occurred in the vicinity of Ybor basin, one due to watercraft, and one undetermined. Five have occurred in the Port Sutton Channel, all during December, January, and March. Causes are documented as two by watercraft, one perinatal, one from natural cold, and one undetermined.

Effects of the Proposed Action

Causes of manatee mortality include collision with large and small boats, crushing by barges and man-made water control structures and navigation locks, entanglement in nets and lines, entrapment in culverts, poaching, and entanglement in and ingestion of marine debris (e.g., monofilament). A review of manatee mortality from 1974 to the present clearly indicates that watercraft collisions with manatees are a major factor affecting manatee populations in Florida. During this period, watercraft-related mortalities have accounted for 25 percent of all known manatee deaths. An analysis of watercraft related mortalities indicates that small to medium-sized boats are responsible for the majority of all deaths. The number of these implicated mortalities is increasing through time (Wright *et al.* 1995).

Watercraft related mortalities are the result of three types of trauma. These include collisions (or impact), in which a manatee is struck by the hull of a fast-moving boat, a combination of collision and propeller injuries in which a manatee is struck by the hull and is cut by the propeller of a watercraft, and trauma associated solely with propellers.

Our concern involves the safety of manatees while in the power plant channel, and while traversing the main channel of Port Sutton. The numerous barges, tugs, and support boats associated with clamshell dredging operations increase the risk of watercraft related injury to manatees in the action area. The exercise of appropriate caution on the part of personnel operating these vessels is essential to reduce the threat of collisions with manatees.

There is also some possibility that the actual clamshell head could injure a manatee while in use. Although the standard manatee precautions require all operations to cease when a manatee is observed within 50 feet of the dredge site, impact potential remains due to reduced visibility (turbidity), and the increased number of manatees in the area. The use of a hydraulic dredge may be preferable as they operate without a bucket and generally cause less turbidity, thereby improving visibility and the observation abilities of the manatee observer. However, it is our view that the potential for striking a manatee with the dredge bucket is remote.

Cumulative Effects

Cumulative effects include the effects of future State, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to Section 7 of the Act.

The cumulative effect of actions that will increase the likelihood of manatees being struck by boats include those actions that will increase the number of power boats operating within the action area. We are unaware of any other proposed private or state projects in the immediate vicinity.

CONCLUSION

After reviewing the current status of the Florida manatee, the environmental baseline for the action area, the effects of the proposed maintenance dredge, and the cumulative effects, it is the Service's biological opinion that the proposed projects at the Ybor basin and the Port Sutton Channel are not likely to jeopardize the continued existence of the Florida manatee, or result in the adverse modification of designated critical habitat.

INCIDENTAL TAKE STATEMENT

Sections 4(d) and 9 of the Act, as amended, prohibit taking (harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or to attempt to engage in any such conduct) of listed species of fish or wildlife without a special exemption. "Harm" and "harass" are further defined in

Service regulations (50 CFR 17.3). "Harm" is defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering. "Harass" is defined as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns, which include, but are not limited to, breeding, feeding or sheltering. Incidental take is any take of listed animal species that results from, but is not the purpose of carrying out an otherwise lawful activity conducted by the Federal agency or the applicant. Under the terms of Section 7(b)(4) and 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered a prohibited taking provided that such taking is in compliance with the terms and conditions of this incidental take statement.

The Service does not anticipate that the proposed action will incidentally take any manatees. In the accompanying biological opinion, the Service determined that this action is not likely to result in jeopardy to the species. If death or injury to a manatee occurs, the event must stop and the incident must be reported immediately to the Florida Marine Patrol at 1-800-DIAL-FMP and to the Service at (904) 232-2580. In the St.Petersburg area, the Florida Marine Patrol may be contacted directly for assistance at (813) 272-2516.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to utilize their authorities to further the purpose of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefitting listed species or their habitats, the Service requests notification of the implementation of any conservation measures.

To minimize potential impacts to the manatee, the Service makes the following recommendations:

- The standard manatee conditions be implemented at both project sites.

- A hydraulic dredge be used for all dredging in the Port Sutton Channel based on the presence of manatees at the discharge canal during winter months.

- If a clamshell dredge is used, a no-dredge window from January 1-February 1 be implemented at the Port Sutton site and surrounding channel waters to adequately protect wintering manatees.

- If a clamshell dredge is used, no night dredging should occur in the Port Sutton channel from November 15-March 1 due to decreased visibility and observation capabilities. Tasks requiring small watercraft or barge movement should be conducted during daylight hours only, or such vessels should be outfitted with propeller guards.

- o If a clamshell dredge is used, a designated observer should be used in areas around the discharge canal.

REINITIATION OF SECTION 7 CONSULTATION

This concludes formal consultation on the actions outlined in the request. As provided in 50 CFR §402.16, reinitiation of formal consultation is required when discretionary Federal agency involvement or control over the action has been retained and if: (1) new information reveals effects of the agency action that may effect listed species or critical habitat in a manner or to an extent not considered in this biological opinion, (2) the Corps' action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this biological opinion, or (3) a new species is listed or critical habitat designated that may be effected by the action. Please call Bryan Pridgeon at (727) 570-5398 should you require additional assistance.

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APPENDIX III

COORDINATION

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

May 8, 1998

Planning Division
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking information about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel (see enclosed location map). In addition, the Corps is investigating if there is a federal interest in extending the Port Sutton Terminal Channel.

An Environmental Impact Statement was prepared for the Port Sutton project in August 1986. Additional environmental work including Endangered Species consultation, Fish and Wildlife Coordination Act Report, Coastal Zone Consistency Determination and public coordination was conducted for Ybor Channel in a General Design Memorandum dated July 1986.

The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

The Port Sutton Terminal Channel is on the northeast side of Hillsborough Bay in Tampa Bay. The authorized project for Port Sutton Terminal Channel is 43 feet deep, 200 feet wide, and 3,700 feet long. This project was never constructed. The maximum project under consideration is a channel with a project

depth up to 43 feet, a width of 200 feet, and a length of approximately 6,000 feet. Dredged material placement areas under consideration for use include CMDA-2D and CMDA-3D.

Please address your comments to:

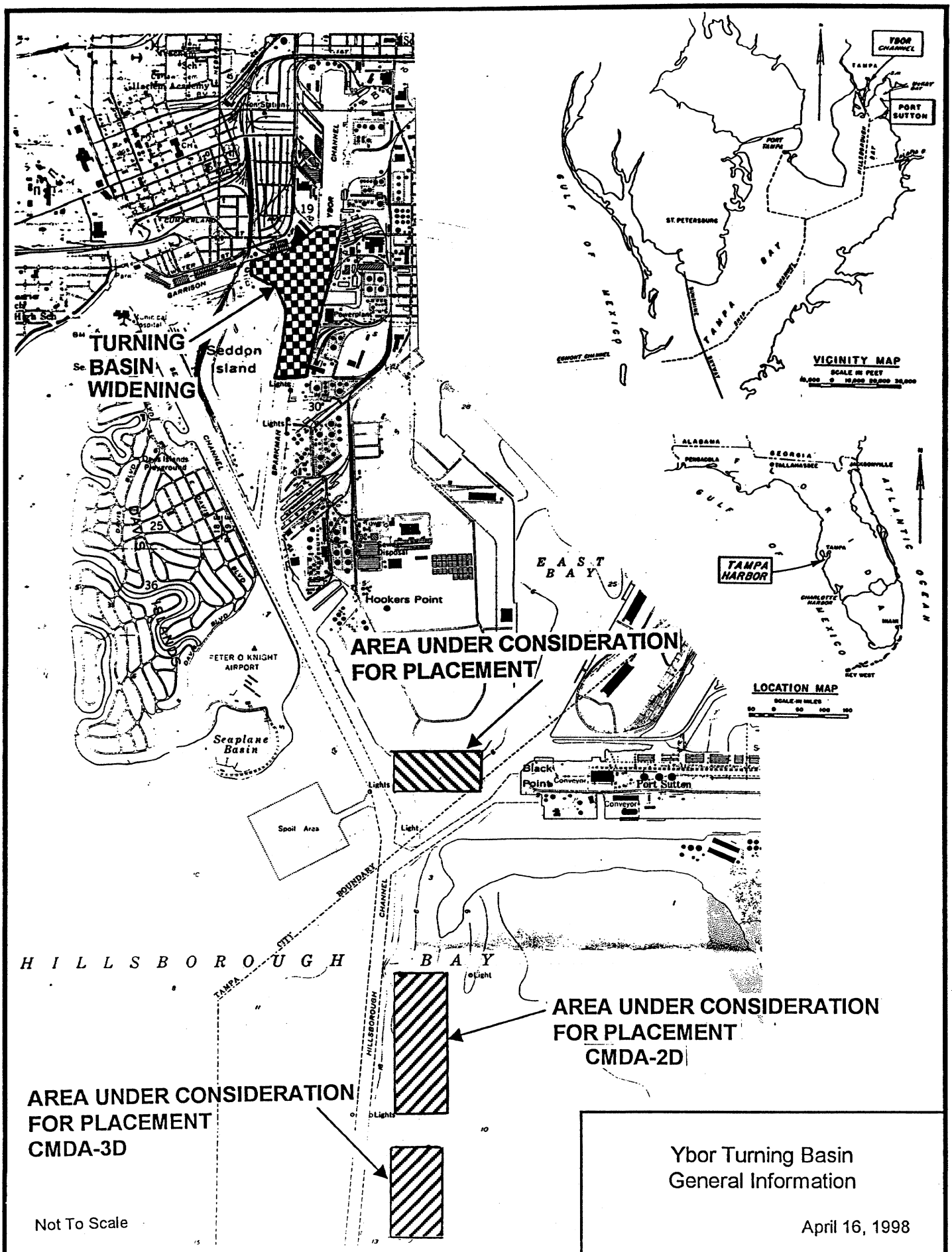
U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

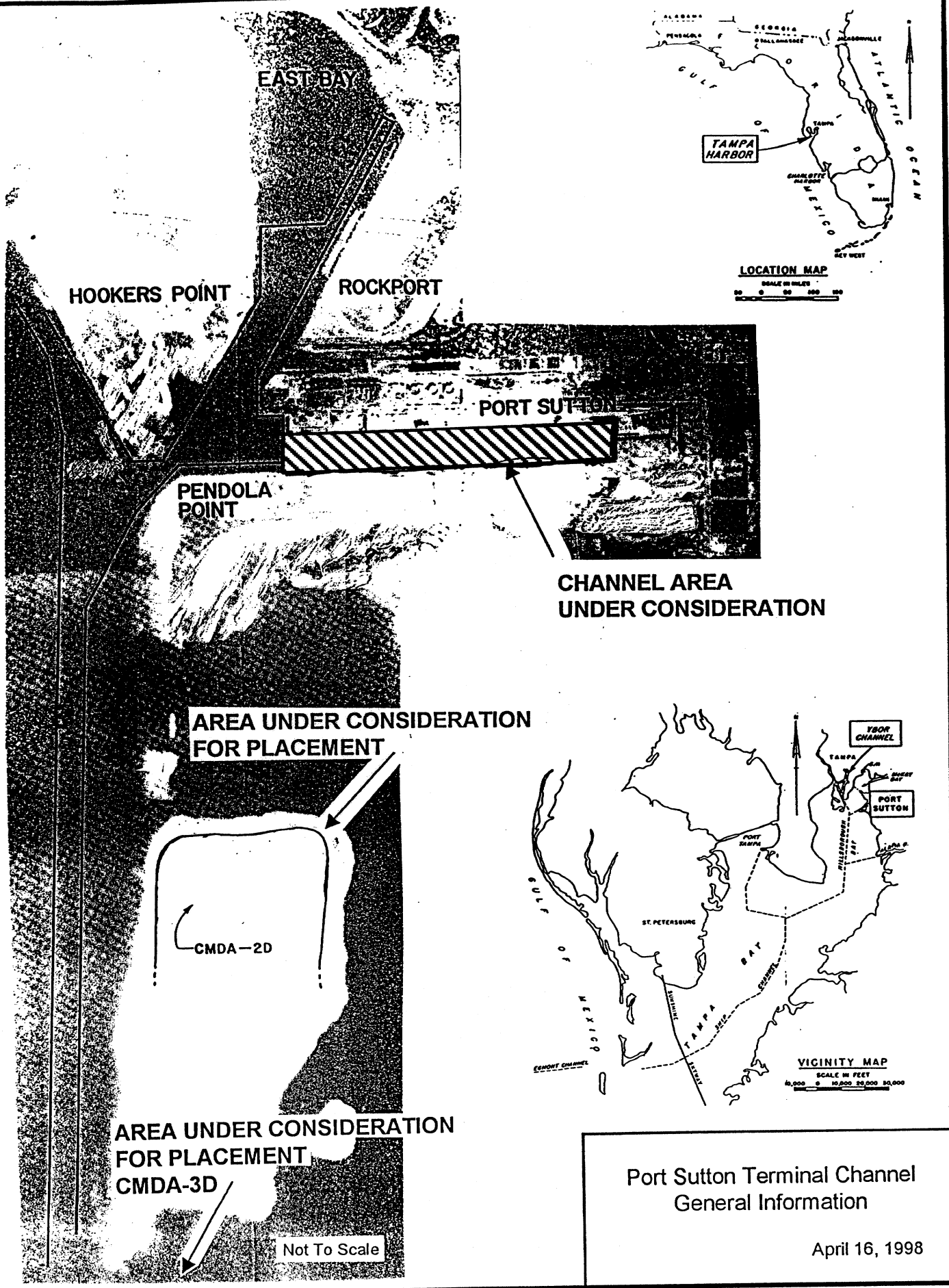
If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

for George M. Strain
Acting Chief, Planning Division

Enclosure


TURNING BASIN WIDENING
Seddon Island
AREA UNDER CONSIDERATION FOR PLACEMENT
AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-2D
AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-3D
Not To Scale
Ybor Turning Basin
General Information
April 16, 1998
VICINITY MAP
LOCATION MAP
TAMPA HARBOR
EAST BAY
HILLSBOROUGH BAY
Hookers Point
Port Sutton
Black Point
Spoil Area
Seaplane Basin
PETER O KNIGHT AIRPORT
YBOR CHANNEL
HILLSBOROUGH CHANNEL
TAMPA CITY BOUNDARY
ST. PETERSBURG
TAMPA BAY
GULF OF MEXICO
ATLANTIC OCEAN



Port Sutton Terminal Channel
General Information

April 16, 1998

Lewis Environmental Services, Inc.

May 20, 1998

George M. Strain
Acting Chief, Planning Division
Department of the Army
Jacksonville District Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

Re: Limited Re-evaluation Report - Tampa Harbor - Public Notice of May 8, 1998

Dear Mr. Strain:

In response to your request for comments on the above referenced proposed report, I wold offer the following.

I have participated in the review and commented on this project over the last 20 years and have worked in Tampa Bay on marine science related management issues for the last 32 years. The issues related to the Ybor Channel Turning Basin and the Port Sutton Terminal Channel dredging and dredged material disposal that should be addressed in the proposed report are:

1. Long-term capacity of the proposed disposal sites, particularly CMDA-2D and 3D, to contain the necessary maintenance dredged material to keep Tampa Harbor channels open, and the effect of adding material from these two projects on limiting future options for long term (i.e. 50 years) disposal.
2. Continued erosion of the existing dikes in 2D and 3D as a result of a failure to implement erosion control strategies agreed upon during the original Tampa Harbor Deepening EIS review.
3. Production of ammonia from dredging anoxic sediments and subsequent addition to the water column of nitrogen that might violate the agreed upon nitrogen management plan of the Tampa Bay Estuary Program.

I look forward to reviewing any draft document from this project that would shed additional light on the above referenced issues.

Sincerely yours,

Robin Lewis

Roy R. "Robin" Lewis III, Professional Wetland Scientist
President

cc: Dick Eckenrod

P.O. BOX 20005 · TAMPA, FL 33622-0005 · (813) 889-9684

BOARD OF COUNTY COMMISSIONERS
PINELLAS COUNTY, FLORIDA

DEPARTMENT OF PUBLIC WORKS
440 COURT STREET
CLEARWATER, FLORIDA 33756
PHONE: (813) 464-3251

May 12, 1998

Mr. George M. Strain, Acting Chief
Planning Division
U.S. Army Corps of Engineers
Jacksonville District
Post Office Box 4970
Jacksonville, FL 32232-0019

Dear Mr. Strain:

We are in receipt of a notice from the U.S. Army Corps of Engineers concerning the EIS for the Fort Sutton Channel. We wish to take the opportunity to urge that any material removed from this project be placed on Tampa Bay Beaches, if in fact the material is of beach quality.

If I can provide any assistance or additional information concerning this request, please feel free to contact me at (813) 464-3665.

Sincerely,

James B. Terry, P.G.
Chief, Coastal/Information Systems

JBT/jg

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Hillsborough County
City-County
Planning
Commission

THE PLANNING COMMISSION

May 20, 1998

John Meyer
Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, FL 33702-2491

RE: Tampa Harbor - Ybor Channel Turning Basin and Port Sutton Terminal Channel

Dear Mr. Strain:

Thank you for the opportunity to comment on the proposed Ybor Channel Turning Basin and Port Sutton Terminal Channel projects.

In regard to both projects, the Planning Commission has previously supported dredging for the maintenance of existing channels, provided: appropriate measures are taken to maintain State water quality standards, the dredge material is disposed of in a manner that minimizes adverse environmental and social impacts, and the project is consistent with appropriate port master plans and municipal comprehensive plans.

New dredging projects, in addition to the above mentioned issues, should firstly demonstrate a substantial need for the project. The information provided briefly describes the projects, but does not document a demonstrated need for these projects. Secondly, the project should demonstrate substantial benefits in excess of all costs and include appropriate measures to minimize and mitigate potential adverse environmental impacts.

In regard to the Ybor Channel Turning Basin project, there is the potential for inconsistency with local shoreline enhancement and restoration efforts. The East and Northeast shoreline of Seddon Island (bordering the project area) is a vegetated natural shoreline. This is the location of previous shoreline enhancement. Among the challenges facing this shoreline is excessive erosion. The existence of a littoral shelf extending from the Northeast coast of Seddon Island has the effect of somewhat dissipating wave action against the shore and reducing shoreline erosion.

It is unclear from the information provided to what extent the shelf would be impacted by the project. Nevertheless, the project has the potential to cause, accelerate or exacerbate shoreline erosion by increasing wave action

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planning@cflnet.com

and/or the sloughing of the new basin sides. In addition, creation of a sump in the center of the basin should be carefully evaluated for potential water quality impacts due to reduced flushing. These concerns should be appropriately addressed including any necessary mitigation plans for the protection of the natural coastline against these erosion or water quality concerns.

In addition, a survey of the littoral shelf should be performed to determine the existence of sea grass habitat. It is the policy of the City of Tampa to recommend against projects which do not afford sea grass habitat appropriate protection.

In regard to the Port Sutton Terminal Channel, this project should be carefully evaluated in regard to maintaining State water quality standards. A lengthening of the channel may create open water areas without adequate flushing. These areas of stagnant water could adversely affect water quality. The potential for these effects should be carefully evaluated and appropriate mitigation measures should be implemented, if necessary.

Thank you again for the opportunity to comment on this project.

Sincerely,

Shawn C. College, AICP
Senior Planner

cc: Al Eisenmenger, Executive Planner
Danny Alberdi, Environmental Protection Commission
George M. Strain, U.S. Army Corps of Engineers

L:\allusers\colleges\permits\yborchan.doc

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

June 3, 1998

Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated May 8, 1998, regarding issues to be addressed in a Limited Re-Evaluation Report for the proposed completion of the Ybor Channel Turning Basin and Port Sutton Terminal Channel in Hillsborough County, Florida. The project involves expanding the Ybor Channel Turning Basin and extending Federal interest into the existing Port Sutton Terminal Channel.

As the Port Sutton Channel is currently maintained at 34-feet deep, habitat value is likely to be low within this portion of the study area. Of the activities proposed, the NMFS is primarily concerned with the proposed expansion of the Ybor Channel Turning Basin. Mangrove wetlands and oyster communities exist along the shoreline of Harbour Island and could be adversely impacted by the expansion of the turning basin. These resources are recognized by the NMFS as public trust resources that provide habitat and water quality functions that are essential to maintaining a viable recreational and commercial fishery in Tampa Bay. It is our understanding that a Scope of Work is being developed for a Fish and Wildlife Coordination Act Report (FWCAR) to be prepared by the U.S. Fish and Wildlife Service for this project. We recommend that the FWCAR address the probable impacts, if any, to the above identified habitats as well as identify potential mitigative options to compensate for those impacts. Additionally, prior to determining a suitable disposal site for the dredged material, or beneficial-use options, the sediments in the study area should be sampled for contamination as various industrial activities occur within this portion of the Port of Tampa.

We appreciate the opportunity to provide you with our comments at this stage of the planning process. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale, of our Panama City office staff, located in St. Petersburg, Florida. He may be contacted at 813/570-5317 or at the letterhead address above.

Sincerely,

for Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER43
FWS-Tampa

Tampa Bay Pilots

5103 Westshore Blvd. • Tampa, FL 33611

Captain Brian K. Tahaney
Chairman/Tampa Bay Pilots
5103 S. Westshore Blvd.
Tampa, Fla. 33715

June 17, 1998

U.S. Army Corp of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Fla. 32232-0019

Mr. George M. Strain,

This letter is in response to your request for comments regarding the Ybor Turning Basin and Port Sutton projects in Tampa Bay. I have met with the members of our Pilot Association as well as members of the Port Authority and Army Corp of Engineers regarding these topics in the past year. I'd like to share the results of these discussions with you for your planning purposes.

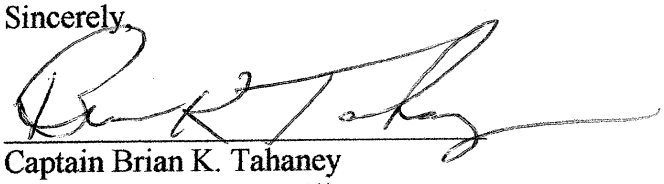
As the Port of Tampa continues to grow, so do the vessels that call at the Port. The Garrison Seaport Complex was completed in 1997 and will be expanded in 1998-99 to include movie theaters and restaurants adjacent to the Ice Palace and Aquarium. It is the intent of the Port to attract some of the larger Cruise vessels to call at this complex. This upcoming January, the Carnival cruise ship Sensation will commence weekly trips from the Port of Tampa and will berth at the Garrison Complex berth 272. This vessel is 855 feet in length and just over 100 feet in beam. Without the dredging of Ybor Turning basin an addtional 200 feet the pilots will have to insist that berths 251 and 252 on the east side of the basin are vacated in order to provide a sufficient safety margin for turning these vessels in the basin. The dredging of the turning basin and upper end of Sparkman Channel 200 feet to the southwest will allow the pilots to safely turn these larger vessels and accomodate their pressing schedule needs.It is the feeling of the pilots that this will also alleviate some of the hydraulic effects of inbound loaded tankers that are using Ybor turning basin to turn around or which are bound for the Hess or Marathon terminals in Ybor Channel.This project will allow all berths in the basin to be occupied and one of the large cruise vessels or loaded tankers to be turned in the basin. If the upper end of Sparkman that connects to Ybor Truning Basin is dredged 200 feet as per the enclosed diagram, this could ease present one way traffice restrictions for certain smaller and mid size vessels thereby reducing traffic congestion and enhancing safety.

As far as the Port Sutton project is concerned, I would suggest that the terminals that occupy the Port Sutton area be consulted to discuss the feasibility of the project. I have always felt that a channel of a greater width than 200 feet would provide a higher margin

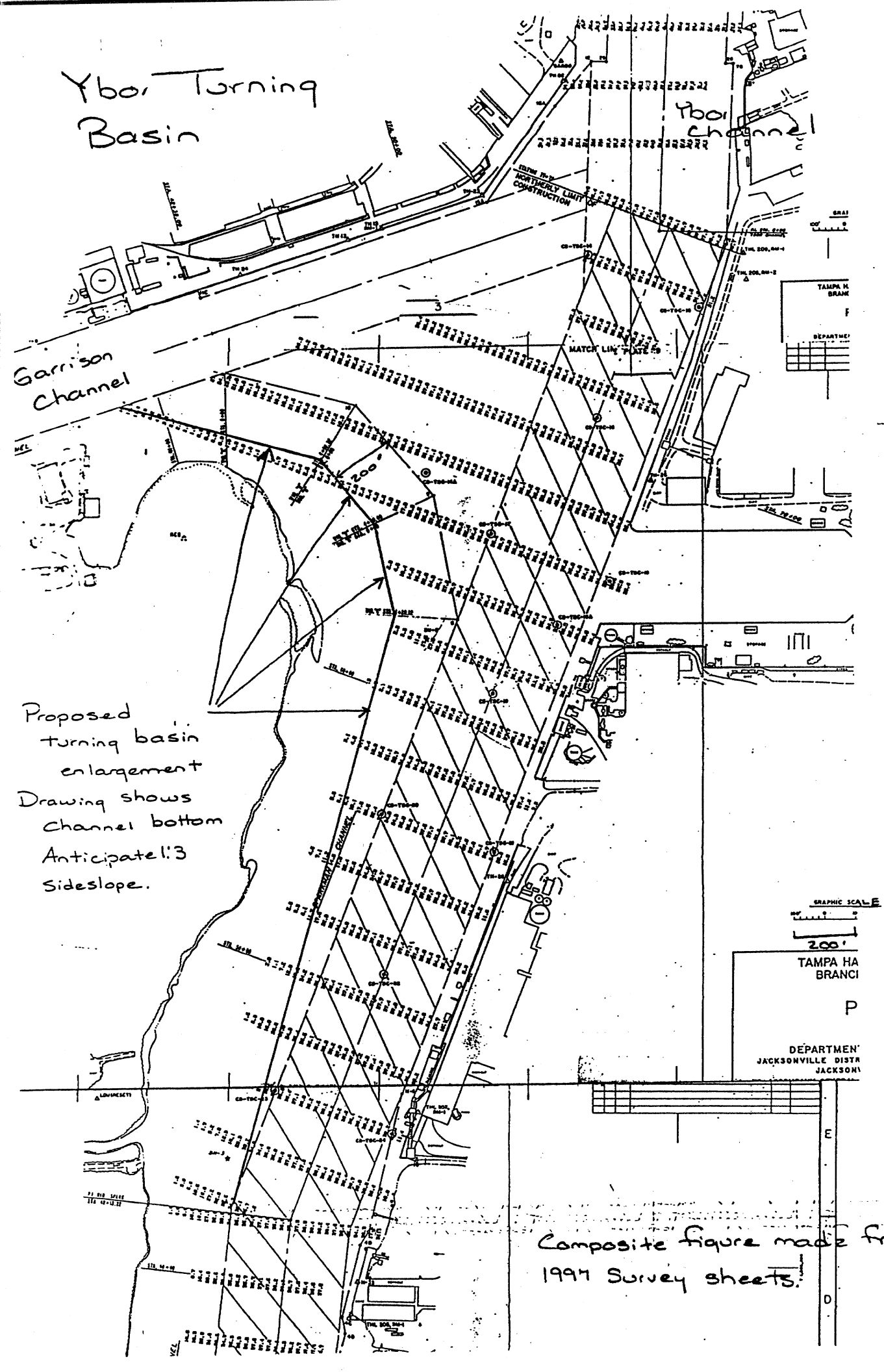
of safety. At the present time we are backing Anhydrous Ammonia tankers in excess of 700 feet in length and panamax beam (106 feet) down this canal passing vessels at berths in the canal which are 106 feet wide. I suggest that you contact the IMC Terminal in Port Sutton as well as Farmland Hydro to address the problem of bulkhead piling erosion or to make sure they are willing to drive deeper pilings to support this deeper channel. The east end of this channel is particularly narrow and hazardous.The west section of the channel is obviously presently wider than 200 feet for 34 feet of draft or the maneuver described above would be impossible. Dredging to 43 feet would eliminate the need for larger vessels to shift to East Bay or Berth 31 to top off at 39 feet draft which would reduce the shipowners costs and thereby make the Port of Tampa a more attractive alternative to many shipowners.

I have discussed this topic at length with Tim Murphy of your office and Steve Fidler of the Tampa Port Authority. I'll enclose some of the notes from our meetings with this letter. If I or any other member of the Tampa Bay Pilots can be of any further assistance please feel free to contact us at 813-805-0270. Thank you for your consideration in this matter.

Sincerely,



Captain Brian K. Tahaney
Chairman/Tampa Bay Pilots


Ybor Turning Basin
Ybor Channel
Garrison Channel
NORTHERLY LIMIT OF CONSTRUCTION
MATCH LINE PLATE 19
Proposed turning basin enlargement
Drawing shows Channel bottom
Anticipate 1:3 Sideslope.
GRAPHIC SCALE
200'
TAMPA HA
BRANCI
DEPARTMEN
JACKSONVILLE DISTR
JACKSON
Composite figure made from 1994 Survey sheets.

MEMORANDUM FOR Record

FROM Tracy Leeser

DATE 24 April 1998

SUBJECT Site Visit To Ybor Turning Basin

On Thursday, 23 April 1998, Tim Murphy, DP-I and I visited the Ybor Turning Basin as well as Port Sutton Terminal Channel.

From approximately 1030-1200 Tim gave me a tour of Port Sutton Terminal Channel. We went out onto Berth 31 to view the surrounding channels and to look down the channel to its terminus. Then we went to Berth 21, Freeport Sulphur Co., to view the eastern end of the channel. We discussed the types of industries that use the channel, bulk phosphate, sulphur, anhydrous ammonia, and fuel oil. We talked about problems with the channel, the structures extending beyond the banks and the bend in the channel at its terminus. We examined difficulties in widening the channel, e.g. what space is there for widening? We talked about possible benefits of a deeper, wider, longer channel, for example, not having to light load in Port Sutton Channel and then finish loading at the terminals to the north (CSX railroad terminal).

At approximately 1430 we met with Steve Fiddler of the Tampa Port Authority and with the master pilot at the Port Authority Cruise Terminal No. 2. We looked at the Ybor Turning Basin from the roof of the terminal. We talked about possible dimensions of an enlarged turning basin and the dimensions of the authorized project (move the southwest edge of the basin 200 feet). Moving the edge the full 200 feet and extending the basin to the bend in Sparkman Channel are desirable.

According to the master pilot, currents in the basin are negligible, one-half knot maximum, and are only a concern when the Hillsboro River flood gates are open. The gates are not opened very often, maybe once a year.

Also according to the pilot, when the winds are between 20 and 40 knots tugs may be used to assist vessels. When the winds are above 40 knots the vessels do not operate. ? PILOT DISCRETION

Sparkman Channel presently has one-way vessel traffic.

Currently, Berth 251 is used to load citrus pellets into a Panamax-size vessel from November to April. It takes about 5 to

IF FULL LOAD ? NO. SHIFT

7 days to load a vessel. As soon as one vessel leaves another comes in.

680 +

Currently, the tankers (what size are they?????) that use the Ybor Turning Basin require one berth to be empty when they exit. About 1.5 tankers exit per week. The wintertime is particularly busy for tanker traffic to the Hess Terminal.

NOT A RULE

Until December 13 the Celebration uses berths 272/273 every Sunday. After December 13 the Sensation will use berths 272/273 every Sunday all year. Beginning May 4 the Tropicale will use berths 272/273 every Monday/Saturday/Thursday (2 week rotation) all year. From October 17 to December 19 the Nordam will use berths 272/273 every Saturday. After December 19 it will be out for 2 years. Then in 2000 the Ryndam will use the berths in lieu of the Nordam.

NOORDAM

Statistics for these vessels are as follows (LOA, EB, Draft): Celebration 733,93,25; Sensation 860,103,26; Tropicale 672,87,23; Noordam 704,89,24; Ryndam 719,101,25.

Currently there is a length restriction for Ybor Turning Basin of 850 feet LOA with both Berths 272/273 empty. (Is there currently a length restriction for Berths 250 or 251?????) NO

TAKE OUT NO

Currently the Celebration must dock port side to due to the location of its unloading facilities. When it is inbound Berth 251 must be empty and Berth 271 may only have a vessel restricted in length to 200 feet. When it is outbound the same length restriction applies for Berth 271 and Berth 251 may have a vessel in it but with a length restriction of 600 feet. If winds are high tugs must be added and Berth 251 must be empty.

YES

If there is a vessel in Berth 251 when the Celebration is inbound or outbound during high winds the vessel in Berth 251 can be moved to Terminal No. 6 in Ybor Channel or to Berth 220 in Cut D. If the vessel is moved to Terminal No.6, it takes 3.5 hours to stop loading/unloading operations and move to Ybor Channel (a draft survey is required), 12 hours for the Celebration to come into Berths 272/273 and unload/load and leave the berths, and 3.5 hours for the vessel at Terminal No. 6 to move back to Berth 251. (How often are the winds high?????) FREQ'LY THIS WINTER

NO

If the vessel is moved to Berth 220, it takes 4 hours to shut down and get to Cut D (a draft survey is included in this time), 2 hours for the Celebration to dock at Berths 272/273, 12 hours for the Celebration to unload/load, 1 hour for the Celebration to exit past Cut D, and 4 hours for the vessel in Berth 220 to get back to Berth 251.

Presently there is a length restriction for vessels in the South Slip to ensure safe passing of vessels in Ybor Channel/Ybor Turning Basin/Sparkman Channel.

With a larger turning basin at Ybor (200 feet to the southwest and extended to the bend in Sparkman Channel), the vessel length restrictions for Berth 252 and the empty restrictions for Berth 251 would be lifted. The South Slip length restriction could be lessened. The one-way traffic restriction could be lessened since a vessel leaving Ybor Channel could hold in the Ybor Turning Basin while the inbound vessel went by, then the vessel in the basin could depart with Berths 251 and 252 full. This could save 2-3 hours of vessel operating time 4-5 occurrences a month. There can be quite a bit of barge traffic to Marathon Petroleum, having a 48-hour turn-around time. When the tankers exit both Berths 251/252 could be full. CAN BE FULL NOW

After meeting with the Port and the Pilots Association, we flew back to Jacksonville, arriving approximately 1800.

Tracy Leeser
Study Manager

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

May 8, 1998

Planning Division
Environmental Branch

ITEM 1

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking information about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel (see enclosed location map). In addition, the Corps is investigating if there is a federal interest in extending the Port Sutton Terminal Channel.

An Environmental Impact Statement was prepared for the Port Sutton project in August 1986. Additional environmental work including Endangered Species consultation, Fish and Wildlife Coordination Act Report, Coastal Zone Consistency Determination and public coordination was conducted for Ybor Channel in a General Design Memorandum dated July 1986.

The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

The Port Sutton Terminal Channel is on the northeast side of Hillsborough Bay in Tampa Bay. The authorized project for Port Sutton Terminal Channel is 43 feet deep, 200 feet wide, and 3,700 feet long. This project was never constructed. The maximum project under consideration is a channel with a project

depth up to 43 feet, a width of 200 feet, and a length of approximately 6,000 feet. Dredged material placement areas under consideration for use include CMDA-2D and CMDA-3D.

Please address your comments to:

U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

for George M. Strain
Acting Chief, Planning Division

Enclosure

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

June 19, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the Preparation of a Limited Re-evaluation Report for the Construction of the Previously Authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel - Hillsborough County, Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. Pursuant to Cherie Trainor, Clearinghouse Coordinator, contacting your office, an additional seven days is required for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before July 17, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Chris McCay

for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

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Internet address: http://www.state.fl.us/comaff/dca.html

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Bartow, Florida 33830-4641

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8600 N.W. 36th Street
Miami, Florida 33159-4022

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

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LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

June 19, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the Preparation of a Limited Re-evaluation Report for the Construction of the Previously Authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel - Hillsborough County, Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

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LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

July 17, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the Preparation of a Limited Re-evaluation Report for the Construction of the Previously Authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel - Hillsborough County, Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) offers comments regarding various DEP requirements, including issues to be considered while addressing the potential for adverse impacts to manatees. The DEP's future determination regarding the consistency of the projects will be based upon whether the enclosed issues are adequately addressed. The projects will require state water quality certification via issuance of an Environmental Resource Permit. Sovereign submerged lands easement/consent of use will not be required. The disposal sites proposed have been approved by the DEP in previous wetland resource permits. For information regarding permitting and manatee issues, the applicant should contact the DEP's Bureau of Beaches and Coastal Systems and the Bureau of Protected Species Management, respectively. Please refer to the enclosed DEP comments.

The Department of State (DOS) notes that, provided that the turning basin widening project will be expanding in areas of previously disturbed bottom, the project will have no adverse

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impact on historic properties. However, if areas of undisturbed bottoms will be dredged, the DOS recommends that, prior to initiating any bottom disturbing activities, the area should be subjected to a professional magnetometer survey investigation. If significant submerged cultural resources are located, the DOS recommends that those locations be buffered and avoided. If avoidance is not possible, then other appropriate diver investigations and evaluations are recommended to assess significant cultural resources. The survey report should then be provided to the DOS. In addition, the DOS requests that all core logs and geologists' interpretations of the cores be sent to the DOS for evaluation. Regarding the areas under consideration for dredged material placement (CMDA-2D and CMDA-3D), a review indicates that no significant archaeological or shipwreck sites are present; therefore, the proposed action will have no impact on historic properties. Please refer to the enclosed DOS comments.

Based on the information contained in the application and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. Comments received from the Tampa Bay Regional Council and Hillsborough County are enclosed for your review.

Thank you for the opportunity to review the scoping notice. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Chris McCay

for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc
Enclosures
cc: George Percy, Department of State
Jim Wood, Department of Environmental Protection
John Meyer, Tampa Bay Regional Council
Shawn College, Hillsborough County

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO ATTENTION OF

DEC 29 1998

Planning Division
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking public comments about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin (see enclosed location map).

The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. In particular, we are looking at the possibility of using the dredged material to improve water quality and create fishing habitat in the Garrison Channel by raising the bottom elevation to about a 10-foot depth in the center of the channel. Other dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

Additional information will be presented at 9:00 a.m. on January 14, 1999, at the Agency on Bay Management Meeting to be held at the Tampa Bay Regional Planning Council Office, 9455 Koger Blvd., Suite 219, St. Petersburg, Florida, 33702. Please address your comments to:

U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

for Michael A. Moore
Lieutenant Colonel, U.S. Army
Acting Chief, Planning Division

Enclosure

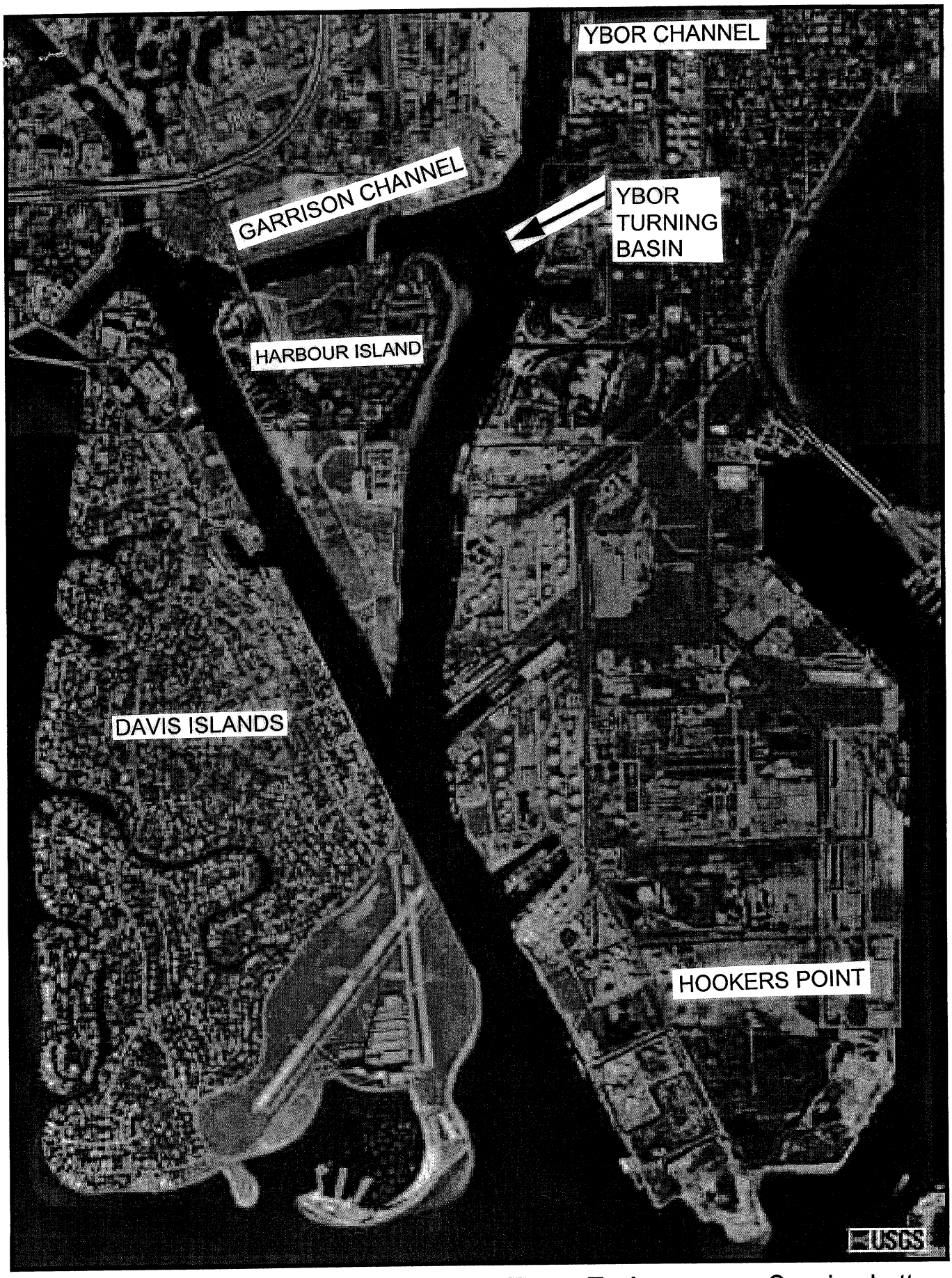

Figure To Accompany Scoping Letter
Ybor Turning Basin Study

FLORIDA STATE CLEARINGHOUSE
DEPARTMENT OF COMMUNITY AFFAIRS
2555 SHUMARD OAK BOULEVARD
TALLAHASSEE, FLORIDA 32399-2100

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Department of the Army
Mr. Bill Fonferek
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, FL 32232-0019

32232-0019

Department of the Army - Scoping Letter for the Preparation of a Limited Re-evaluation Report for the Construction of the Previously Authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel - Hillsborough County, Florida.

SAI# FL9805110198C

The above-described project was received by the Clearinghouse on 5/11/98, and has been forwarded to the appropriate reviewing agencies. The clearance letter and agency comments will be forwarded to you no later than 6/25/98, unless you are otherwise notified. Please refer to the above State Application Identifier (SAI) number in all written correspondence with the Clearinghouse regarding this project. If you have any questions, please contact the Clearinghouse at (904) 922-5438.

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

March 12, 1999

Chief, Planning Division
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Pinellas County, Florida
SAI: FL9812310800C

Dear Chief:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) notes that its June 24, 1998, concerns (attached) regarding the previous notice (SAI #98-0198C) are still pertinent. The DEP also offers comments pertaining to this specific proposal. Please refer to the enclosed DEP comments.

The Southwest Florida Water Management District (SWFWMD) notes that its concerns regarding spoil disposal have been adequately addressed in the January 27, 1999, letter (enclosed) from the National Oceanic and Atmospheric Administration to the U.S. Army Corps of Engineers. Please refer to the enclosed SWFWMD comments.

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Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
205 East Main Street, Suite 104
Bartow, Florida 33830-4641

Based on the information contained in the application and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews.

In addition, comments received from the Tampa Bay Regional Planning Council (TBRPC) noting that the above-referenced project was determined to be consistent with the TBRPC's Strategic Regional Policy Plan, and comments received from Hillsborough County regarding the proposed reuse of dredged material in Garrison Channel are enclosed for your review and consideration.

Thank you for the opportunity to review the scoping document. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: Abdul Hatim, Department of Environmental Protection
Trisha Neasman, Southwest Florida Water Management District
Suzanne Cooper, Tampa Bay Regional Planning Council
Shawn College, Hillsborough County

Department of Environmental Protection

Jeb Bush
Governor

David B. Struhs
Secretary

February 12, 1999

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

RE: CEO/Reissuance of Scoping Notice for the Dredging of Ybor Channel Turning Basin - Additional Information
SAI: FL9812310800C

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above referenced scoping notice. This scoping notice is supplementary to a previously reviewed notice (SAI#98-0198C). This notice is regarding the additional proposal to place dredged material in the Garrison Channel to raise the bottom elevation to an approximate 10 foot depth in the center of the channel. The raised channel bottom will improve water quality and create fishing habitat. Our concerns about the previous notice are still pertinent outlined in Jim Wood's letter dated June 24, 1998 (see attached). However, we offer the following comments for this specific proposal:

1. This project proposes to improve water quality in Garrison Channel by decreasing the depth. It is important to first know what existing water quality is, particularly diurnal, near bottom dissolve oxygen levels in Garrison Channel and in surrounding channels. It is also important that some information be provided regarding flow (circulation) patterns in the area, as well as sedimentation patterns.

2. It will be necessary to review the physical/chemical characteristics of the spoil material in relation to the existing sediment in Garrison Channel.

3. The Corps needs to insure that water quality violation won't be a problem and that the dredged material, once deposited in the Garrison Channel, will be stabilized.

The Department appreciates the opportunity to review this project. If I may be of further assistance, please feel free to call me at 487-2231.

Sincerely,

Abdul Hatim
Environmental Specialist

/ah

cc: Dianne McCommons, Southwest District
Mary Duncan, Marine Resources, Protected Species Management
Lauren Milligan, Beaches and Coastal Systems

Department of Environmental Protection

Lawton Chiles
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Virginia B. Wetherell
Secretary

June 24, 1998

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: COE/Scoping Notice, Construction of Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Port Sutton Terminal Channel
SAI: FL9805110198C

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above-referenced scoping notice. We offer the following comments at this time:

- Information on the upland/in-water facilities proposed, such as warehouses and new berths, will be necessary to evaluate potential secondary and cumulative impacts.

- Sediment grain size analyses and elutriate tests of the dredged material are required by the Department to provide reasonable assurance that water quality violations will not result during dredging.

- Geologic investigations to determine the presence of limerock in the proposed expansion areas are required. The possible need for blasting to remove limerock should also be addressed.

- Estimates of the dredged material volume and whether the disposal sites have capacity are required. Beneficial use alternatives to disposal of the material should be identified.

- While specific manatee comments will be available during the permit coordination process, the following issues should be considered while addressing the potential for adverse impacts to manatees:

  – potential loss of submerged aquatic vegetation (i.e., seagrass);

- protective measures during dredging (at a minimum, the standard manatee construction conditions, possibly manatee observers);
- protective measures during demolition, such as blasting (at a minimum, the standard blasting conditions);
- time-window for construction/blasting, if the project is located near an important manatee aggregation or foraging area -- for this project, it is anticipated that only Port Sutton dredging would require a construction window.

The Department's future determination of the consistency of these projects with the Florida Coastal Management Program will be based upon whether the above issues are adequately addressed.

Permitting
Construction of these projects will require state water quality certification via issuance of an Environmental Resource Permit by FDEP's Bureau of Beaches and Coastal Systems. Because the submerged lands in Hillsborough County are not state-owned (managed by the Tampa Port Authority), a sovereign submerged lands easement/consent of use would not be required. The disposal sites proposed have been approved by the Department in previous wetland resource permits.

The Department appreciates the opportunity to review this project. For information regarding specific permitting and manatee issues, please contact Lauren Milligan of the Bureau of Beaches and Coastal Systems (850-487-4471) and Mary Duncan of the Bureau of Protected Species Management (850-922-4330), respectively. If I may be of further assistance, please contact me at 850-487-2231.

Sincerely,

Jim Wood
Environmental Specialist
Office of Intergovernmental Programs

/jw
cc: Mac Craig, Southwest District
Mary Duncan, Marine Resources, Protected Species Management
Lauren Milligan, Beaches and Coastal Systems
Fritz Wettstein, Marine Resources

Southwest Florida Water Management District

2379 Broad Street • Brooksville, Florida 34609-6899 • 1-800-423-1476 (Florida Only)
or (352) 796-7211 • SUNCOM 628-4150 • T.D.D. Number Only (Florida Only): 1-800-231-6103
Internet address: http://www.dep.state.fl.us/swfwmd

7601 Highway 301 North
Tampa, Florida 33637-6759
1-800-836-0797 or (813) 985-7481
SUNCOM 578-2070

170 Century Boulevard
Bartow, Florida 33830-7700
1-800-492-7862 or (941) 534-1448
SUNCOM 572-6200

115 Corporation Way
Venice, Florida 34292-3524
1-800-320-3503 or (941) 486-1212
SUNCOM 526-6900

3600 West Sovereign Path, Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

An Equal Opportunity Employer

February 11, 1999

Ms. Keri Akers
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: Department of the Army- Scoping Document for the Preparation of a Limited Reevaluation Report for the Construction of a Previously Authorized Tampa Harbor- Ybor Channel Turning Basin- Florida

SAI#: **FL9812310800C**

Dear Ms. Akers:

Thanks for the opportunity to participate in the review of the referenced project. District staff have evaluated the project and concluded that our concerns regarding spoil disposal have been adequately addressed in the January 27, 1999 letter from the National Oceanic and Atmospheric Administration's (NOAA) to the U.S. Army Corps of Engineers (ACOE). A copy of this letter is attached for your information.

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

Trisha Neasman

Trisha Neasman, AICP
Government Planning Coordinator

TN
Attachment
cc: Colonel Joe Miller, ACOE
David Dale, NOAA
Brandt Henningsen, SWFWMD

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administratic
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

January 27, 1999

Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
ATTN: Chief, Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated December 29, 1998, requesting comments to assist in the preparation of a Limited Re-evaluation Report for the construction of the Ybor Channel Turning Basin in Tampa Bay, Hillsborough County, Florida. Authorized in 1970, a 200-foot southwest expansion of the existing basin is proposed to improve navigational safety within this portion of the Port of Tampa.

The NMFS by letter dated June 3, 1998, advised you of mangrove and oyster reef habitats occurring in and near the project area. In that letter, we also recommended that sediments in the project footprint be assessed for toxic contamination to determine suitable disposal options, including beneficial use options, for the dredged material. We also provided comments to the U.S. Fish and Wildlife Service, on November 24, 1998, and concurred with their recommendations and findings as outlined in the draft Fish and Wildlife Coordination Act Report to be submitted to the Corps of Engineers (COE) for this project. In summary, these recommendations were to avoid impacts to natural resources where possible, salvage existing oyster beds, create additional oyster beds, determine the toxicity of the dredged material and seek appropriate beneficial use disposal sites.

The COE is now exploring the feasibility of restoring bay bottom in the de-authorized Garrison Channel which is currently approximately 25-feet-deep. Information presented to the Tampa Bay Regional Planning Council's Agency on Bay Management indicates that this option would accommodate approximately half of the dredged material. Other options include previously authorized dredged material disposal sites (e.g. disposal islands 2-D & 3-D, Hookers Point, and the ocean disposal site) as well as other alternatives, identified as beneficial uses, including restoration in the Palm River and creation of intertidal habitat near the disposal islands or south of the seaplane basin on Davis Island. Several of the options identified would simply result in the conversion of existing habitats to intertidal marsh habitats under the auspices of providing a beneficial use of the dredged material. When converting existing natural habitats to different habitat types, the trade-offs to the affected resources must be fully and carefully considered. Restoration of previously altered habitats should be given highest priority when developing beneficial use alternatives.

With regard to the proposed Garrison Channel disposal option, the NMFS recommends that the affects of this action on the circulation patterns in the adjacent channels be investigated. Raising the bottom elevation of this channel may provide improvements to water quality and fishery habitat in this highly impacted segment of Tampa Bay. However, due to its proximity to the mouth of the Hillsborough River we are concerned that significant alterations to the Garrison Channel may reduce flushing of the Ybor Channel and Turning Basin and thereby exasperate poor water quality conditions in this segment of Tampa Bay. We are also concerned that toxic levels of contaminants may be associated with the surface layers of the sediments in the proposed expansion area due to the proximity of various industrial activities in this area of the Port over an extended period of time. However, we suspect that subsurface sediments will be relatively free of contaminants as these sediments have not been previously disrupted by anthropogenic activities. Therefore, these sediments could offer a generally rare opportunity to provide a large quantity of clean dredged material for a beneficial use project such as the restoration of the Palm River. Ocean disposal or placement of these sediments in disposal islands 2-D and 3-D should be considered only after viable beneficial use alternatives have been exhausted.

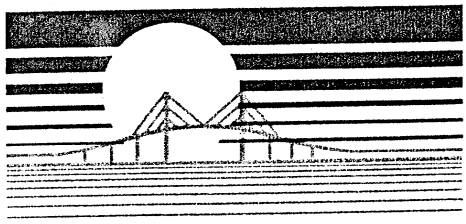
We appreciate the opportunity to provide you with our comments. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,

W. Mark Thompson/for

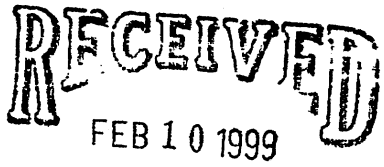
Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:
EPA-Atlanta
FWS-Jacksonville
FWS-St. Petersburg
FDEP-Tallahassee
FGFWFC-Tallahassee
SWFWMD-Tampa (SWIM)
TBRPC-St. Petersburg
F/SER4
F/SER43-St Pete



Tampa Bay Regional Planning Council

February 8, 1999



State of Florida Clearinghouse

Ms. Cherie Trainor
Florida State Clearinghouse
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: IC&R #020-99, Ybor Channel Turning Basin Report, FSC #FL9812310800, City of Tampa

Dear Ms. Trainor:

The above-referenced project was considered during the Council's February 8, 1999 meeting and determined to be consistent with the Tampa Bay Regional Planning Council's *Strategic Regional Policy Plan*.

Please contact me if further information regarding this item is desired.

Sincerely,

John M. Meyer, Principal Planner
Intergovernmental Coordination & Review

JMM/bj

Enclosure

9455 Koger Boulevard, Suite 219, St. Petersburg, FL 33702-2491
Phone (727) 577-5151 FAX (727) 570-5118 Suncom 586-3217
http://www.tbrpc.org

Tampa Bay Regional Planning Council

IC&R

Intergovernmental Coordination and Review
9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 577-5151 Suncom 586-3217 FAX (727) 570-5118
http://access.tampabayrpc.org

TAMPA HARBOR - YBOR TURNING BASIN LIMITED RE-EVALUATION REPORT, FL9812310800, CITY OF TAMPA, IC&R #020-99.

The Florida State Clearinghouse has requested review and comment on a proposal by the U.S. Army Corps of Engineers (USACOE) to prepare a Limited Re-evaluation Report for the enlargement of the Ybor Turning Basin, as requested by the Tampa Port Authority. The project is located in Tampa harbor, at the intersection of Ybor, Garrison and Sparkman channels.

The U.S. Army Corps of Engineers is considering the construction of the previously-authorized Turning Basin. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwestern side of the existing basin. There is a need to ease the difficulties experienced in maneuvering large vessels in this area of the Port. An estimated 550,000 cubic yards of material would be removed. The USACOE is considering disposal of up to 200,000 cubic yards of the material in Garrison Channel.

Council Comments/Concerns

The project will impact "Natural Resources of Regional Significance" in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (FRSRPP), because Tampa Bay is such a resource. The nature of the project makes it a potentially positive one for the system, however.

The material to be removed consists of 30% soft sands and silty sands; 37% soft to stiff clays with some sand and limestone; 30.1% stiff to hard silts with much limestone; and 3% limestone. Much of this material is suitable for in-water disposal. The remainder must be placed in a diked facility due to its physical properties. Scattered oyster beds in the area will be relocated to a suitable site.

Garrison Channel is 1,500 feet long and 300 feet wide. It was deauthorized as a navigation channel in 1981. Its authorized depth was 30 feet, and it is now 20-25 feet deep. Since deauthorization, bridges have been constructed at both ends. The bridge elevations are approximately 12.5 and 18.5 feet, precluding shipping traffic. The adjacent waterfronts are being redeveloped into hotel, recreational and commercial uses. The bottom sediments of the channel are anoxic, and the depths preclude use as significant natural habitat. The proposal to use the Ybor Turning Basin dredged material to raise the bottom elevation of Garrison Channel to -10 feet could result in better water quality and habitat in this portion of the bay. The depths would still be more than adequate for boats that could reach the area.

A number of issues have been identified by the Council's Agency on Bay Management, and are listed in the attached letter. The concerns identified by the Agency on Bay Management should be addressed in the Limited Re-evaluation Report.

Council adopted February 8, 1999

Barbara B. Romano, Chair
Tampa Bay Regional Planning Council

This potential project has been reviewed for consistency with the Council's adopted growth policy, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region.* The pertinent Council policies are as follows:

4.5.1 Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

4.6.6 Evaluate the potential to mitigate adverse impacts resulting from prior alteration of natural hydrologic and circulation patterns in surface and groundwater (e.g., finger canals, altered streams, saltwater intrusion, causeways).

4.7.2 Uncontaminated dredged material shall be considered a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat. Require revegetation plans for spoil areas utilizing appropriate native plant species.

4.7.4 Encourage the development and use of innovative and efficient dredged material disposal methods which reduce adverse environmental impacts and financial costs of dredged material disposal.

4.7.7 Implement use of best available technology to reduce sediment resuspension and releases during dredging activities.

5.4.3 Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits, and environmental and social costs.

PLEASE NOTE: The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.

January 25, 1999

Tampa Bay Estuary Program
Agency on Bay Management

9455 Koger Blvd Suite 219
St Petersburg FL 33702-2491
(727) 570-5151 FAX (727) 570-5118
Suncom 586-3217

Barbara B. Romano, Chair
Tampa Bay Regional Planning Council
9455 Koger Blvd., Suite 219
St. Petersburg, FL 33702

An Alliance of Agencies, Organizations and Interest Groups for the Management of Tampa Bay

Tampa Bay Regional Planning Council
Florida Senate
Florida House of Representatives
The Tampa Bay Estuary Program
FL Department of Environmental Protection
FL Marine Research Institute
FL Department of Transportation
FL Game and Fresh Water Fish Commission
Southwest FL Water Management District
Environmental Protection Commission of Hillsborough County
IFAS / Florida SeaGrant
National Audubon Society
ManaSota 88
League of Women Voters' Environmental Coalition
Sierra Club
Tampa BayWatch
Center for Marine Conservation
Coastal Conservation Association
Egmont Alliance
Tampa Bay Pilots
Commercial Fishermen
Recreational Interests
Tampa Bay Partnership
Contractors and Builders Assoc. of Pinellas County
National Marine Fisheries Service
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Geological Survey
Dames & Moore
Cargill Fertilizer, Inc.
IMC-Agnco Fertilizer
Florida Petroleum Council
Florida Power Corporation
Tampa Electnc Company
Florida Power & Light Company
Port Manatee
Port of St. Petersburg
Tampa Port Authority
Hillsborough County
Manatee County
Pasco County
Pinellas County
City of Clearwater
City of St. Petersburg
City of Tampa
Eckerd College
Hillsborough Community College
USF Marine Science/Tampa Bay PORTS

Re: IC&R #020-99 - Tampa Harbor / Ybor Turning Basin Limited Re-evaluation Report

At its meeting on January 14, 1999, the Agency on Bay Management received a presentation by US Army Corps of Engineers' representative Ms. Tracy Leeser on the project. Discussion concerned the need for the project, the type of material to be dredged, the condition of the proposed disposal site (Garrison Channel), other disposal alternatives, potential impact on waterfront and in-water use of the Garrison Channel, and water quality.

As a result, the Agency voted unanimously, with one abstention (Mr. Bill Fonferek), to send the following list of recommendations regarding the above-referenced project:

- The nature and quality of the material to be removed/disposed must be considered, to ensure no further water quality degradation.
- It should be demonstrated that disposal of the material in the Garrison channel, raising the bottom elevation to approx. -10 ft., would be a beneficial use; and that the material can be stabilized there.
- Alternatives to the proposed turning basin widening and to the proposed disposal method should be fully explored.
- The City of Tampa should be notified of the proposal. Extensive planning has been done to revitalize the waterfront and construct a River Walk along the north side of Garrison Channel.

Please consider these comments in the Council's review, and include this letter with the Council's report to the U.S. Army Corps of Engineers.

Sincerely,

Suzanne Cooper

Suzanne Cooper, AICP
Principal Planner

cc: Lt. Col. Michael A. Moore
Ms. Tracy Leeser
Mr. Bill Fonferek

Hillsborough County
City-County
Planning
Commission

THE PLANNING COMMISSION

January 19, 1999

John Meyer
Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, FL 33702-2491

RE: SAI#: FL9812310800C, Ybor Channel Turning Basin

Dear Mr. Meyer:

In regard to the proposed dredging of the Ybor Channel Turning Basin, the Planning Commission has already expressed concerns over the potential to disturb contaminated sediments and erosional impacts to the North-East coast of Harbour Island (Please refer to our letter dated May 20, 1998). Therefore, this letter will focus on the proposed reuse of dredged material in Garrison Channel.

Prior to this project commencing, the Planning Commission would like to suggest two actions occur. Firstly, an up-to-date assessment of water quality (including oxygen levels), benthic conditions and biological communities should be conducted to assess the necessity and probable advantages and disadvantages of such a project. Secondly, an assessment of the sediment should be conducted to determine any potential detrimental effects of exposing this material to the water column in Garrison Channel.

Thank you for the opportunity to participate in this review. We look forward to continued participation in this process.

Sincerely,

Shawn C. College, AICP
Senior Planner

cc: Roc King, Planning Commission

L:\environ\reviews\Garrison.doc

601 E. Kennedy, 18th Floor
P.O. Box 1110
Tampa, Florida 33601-1110
813/272-5940
FAX 813/272-6258
FAX 813/272-6255
Internet E-Mail:
planner@plancom.org
Home Page:
http://www.plancom.org

COUNTY: Pinellas

Message:

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: FL9812310800C

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
X Agriculture Community Affairs Environmental Protection Game and Fresh Water Fish Comm Marine Fisheries Commission OTTED State Transportation	Southwest Florida WMD	Environmental Policy/C & ED

RECEIVED
JAN 15 1999
State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

_X_ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

To: **Florida State Clearinghouse**
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

☒ No Comment
☐ Comments Attached
☐ Not Applicable

Federal Consistency

☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: FORESTRY / FRPTSS

Reviewer: Bob McDonald

Date: 1-11-99

COUNTY: Pinellas / South

Message:

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: FL9812310800C

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Community Affairs Environmental Protection X Game and Fresh Water Fish Comm Marine Fisheries Commission OTTED State Transportation	Southwest Florida WMD	Environmental Policy/C & ED

RECEIVED
JAN 19 1999
State of Florida Clearinghouse

RECEIVED BY GFC
JAN 11 1999
OFFICE OF ENVIRONMENTAL SERVICES

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

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Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

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Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

☒ No Comment
☐ Comments Attached
☐ Not Applicable

Federal Consistency

☒ No Comment/~~Consistent~~
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: ENVIRONMENTAL SERVICES

Reviewer: BRIAN BARNETT

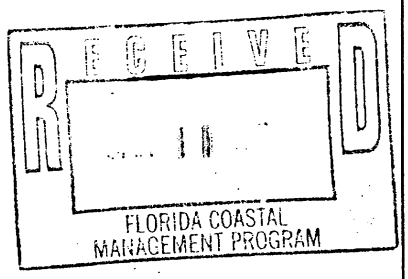
Date: 1/14/99

COUNTY: Pinellas

Message:

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: FL9812310800C

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Community Affairs Environmental Protection Game and Fresh Water Fish Comm X Marine Fisheries Commission OTTED State Transportation	Southwest Florida WMD	Environmental Policy/C & ED



The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

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— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

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Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

To: **Florida State Clearinghouse**
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

☐ No Comment
☐ Comments Attached
☐ Not Applicable

Federal Consistency

☐ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: _____

Reviewer: _____

Date: _____

COUNTY: Pinellas

Message:

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: **FL9812310800C**

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Community Affairs Environmental Protection Game and Fresh Water Fish Comm Marine Fisheries Commission X OTTED State Transportation	Southwest Florida WMD	Environmental Policy/C & ED

RECEIVED
JAN 14 1999
State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

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Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

To: Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

☒ No Comment
☐ Comments Attached
☐ Not Applicable

Federal Consistency

☒ No Comment/~~Consistent~~
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: OTTED

Reviewer: Mo Blakeslee

Date: 1/11/99

COUNTY: Pinellas

1/12/99

DATE:	01/06/1999
COMMENTS DUE-2 WKS:	01/21/1999
CLEARANCE DUE DATE:	02/15/1999
SAI#:	FL9812310800C

Message:

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Community Affairs Environmental Protection Game and Fresh Water Fish Comm Marine Fisheries Commission OTTED X State Transportation	Southwest Florida WMD RECEIVED FEB 05 1999 State of Florida Clearinghouse	Environmental Policy/C & ED HILLSBOROUGH SAI-COIPS 990209 SEE X: 983084 983479 FOR COMMENTS

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

___ Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

_X_ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

___ Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

___ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - ~~Scoping Document~~ for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

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- [x] No Comment
- [ ] Comments Attached
- [ ] Not Applicable

Federal Consistency

- [x] No Comment/Consistent
- [ ] Consistent/Comments Attached
- [ ] Inconsistent/Comments Attached
- [ ] Not Applicable

From:

Division/Bureau: DIVISION OF HISTORICAL RESOURCES

Reviewer: [signature] Laura A. Kammerer

Date: 2/3/99 2-3-99

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

M E M O R A N D U M

Date: January 21, 1999

To: **State Clearinghouse**

From: **Robert G. Hebert, Jr.**
Administrator-Ports/Intermodal
Florida Department of Transportation
SC 994-4546 FAX SC 292-4942

Copies: FDOT ICAR Coordinator w/att., FDOT District 7 PT Manager, Florida Coastal Management Director (DCA), File

Subject: **ICAR Federal Consistency Project Review Process**
Ybor Turning Basin
SAI# FL9812310800C

In accordance with departmental procedure 525-010-205, and State Clearinghouse requirements for review and comment on potential federal projects that may affect state programs and objectives, please be advised that the above-referenced proposed study or project:

___ Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:

_X_ Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

Should further information or explanation be required, please feel free to contact the Rail Office at (850) 414-4500.

RGH/
Attachment

Mary

COUNTY: Pinellas

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: FL9812310800C

Message:

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Community Affairs Environmental Protection Game and Fresh Water Fish Comm Marine Fisheries Commission OTTED State Transportation	Southwest Florida WMD RECEIVED FEB 09 1999 State of Florida Clearinghouse	X Environmental Policy/C & ED RECEIVED JAN 11 1999 OFFICE OF PLANNING & BUDGETING ENVIRONMENTAL POLICY UNIT

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

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__ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

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EO. 12372/NEPA

- [x] No Comment
- [ ] Comments Attached
- [ ] Not Applicable

Federal Consistency

- [ ] No Comment/Consistent
- [ ] Consistent/Comments Attached
- [ ] Inconsistent/Comments Attached
- [ ] Not Applicable

From:

Division/Bureau: OPB/Env. Unit

Reviewer: [signature]

Date: 2-3-99

FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs

MEMBER OF THE FLORIDA CABINET
Division of Library & Information Services
Division of Historical Resources
Ringling Museum of Art
Division of Licensing
Division of Elections

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

July 14, 1998

Mr. George M. Strain
Planning Division, Environmental Branch
Jacksonville District, Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

In Reply Refer To:
Scott B. Edwards
Historic Sites Specialist
Project File No. 983479

RE: Cultural Resource Assessment Request
Re-evaluation Report for the Construction of the previously Authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel.
Hillsborough County, Florida

Dear Mr. Strain:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced projects for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

Mr. Jim Dunbar, Underwater Archaeologist, Division of Historical Resources, has reviewed the proposed activities. We concur with Mr. Dunbar's conclusion that as long as the turning basin widening project will be expanding in areas of previously disturbed bottoms then the project will have no effect on historic properties listed, or eligible for listing, in the *National Register of Historic Places.*

However, if areas of undisturbed bottoms are to be dredged then it is our recommendation that prior to initiating any bottom disturbing activities within the widening areas, they should be subjected to a professional magnetometer survey investigations. In the event that significant submerged cultural resources are located during the course of the magnetometer survey, it will be the recommendation of this office that those locations be buffered and avoided. If avoidance is not possible, then other appropriate diver investigations and evaluations would be recommended to assess significant cultural resources. The resultant survey report must be forwarded to this agency in order to complete the process of reviewing the impact of this project on cultural resources. In addition, we would request that all core logs and geologists interpretations of the cores be sent to this office so that prehistoric potential may also be evaluated.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

January 27, 1999

Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
ATTN: Chief, Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated December 29, 1998, requesting comments to assist in the preparation of a Limited Re-evaluation Report for the construction of the Ybor Channel Turning Basin in Tampa Bay, Hillsborough County, Florida. Authorized in 1970, a 200-foot southwest expansion of the existing basin is proposed to improve navigational safety within this portion of the Port of Tampa.

The NMFS by letter dated June 3, 1998, advised you of mangrove and oyster reef habitats occurring in and near the project area. In that letter, we also recommended that sediments in the project footprint be assessed for toxic contamination to determine suitable disposal options, including beneficial use options, for the dredged material. We also provided comments to the U.S. Fish and Wildlife Service, on November 24, 1998, and concurred with their recommendations and findings as outlined in the draft Fish and Wildlife Coordination Act Report to be submitted to the Corps of Engineers (COE) for this project. In summary, these recommendations were to avoid impacts to natural resources where possible, salvage existing oyster beds, create additional oyster beds, determine the toxicity of the dredged material and seek appropriate beneficial use disposal sites.

The COE is now exploring the feasibility of restoring bay bottom in the de-authorized Garrison Channel which is currently approximately 25-feet-deep. Information presented to the Tampa Bay Regional Planning Council's Agency on Bay Management indicates that this option would accommodate approximately half of the dredged material. Other options include previously authorized dredged material disposal sites (e.g. disposal islands 2-D & 3-D, Hookers Point, and the ocean disposal site) as well as other alternatives, identified as beneficial uses, including restoration in the Palm River and creation of intertidal habitat near the disposal islands or south of the seaplane basin on Davis Island. Several of the options identified would simply result in the conversion of existing habitats to intertidal marsh habitats under the auspices of providing a beneficial use of the dredged material. When converting existing natural habitats to different habitat types, the trade-offs to the affected resources must be fully and carefully considered. Restoration of previously altered habitats should be given highest priority when developing beneficial use alternatives.

With regard to the proposed Garrison Channel disposal option, the NMFS recommends that the affects of this action on the circulation patterns in the adjacent channels be investigated. Raising the bottom elevation of this channel may provide improvements to water quality and fishery habitat in this highly impacted segment of Tampa Bay. However, due to its proximity to the mouth of the Hillsborough River we are concerned that significant alterations to the Garrison Channel may reduce flushing of the Ybor Channel and Turning Basin and thereby exasperate poor water quality conditions in this segment of Tampa Bay. We are also concerned that toxic levels of contaminants may be associated with the surface layers of the sediments in the proposed expansion area due to the proximity of various industrial activities in this area of the Port over an extended period of time. However, we suspect that subsurface sediments will be relatively free of contaminants as these sediments have not been previously disrupted by anthropogenic activities. Therefore, these sediments could offer a generally rare opportunity to provide a large quantity of clean dredged material for a beneficial use project such as the restoration of the Palm River. Ocean disposal or placement of these sediments in disposal islands 2-D and 3-D should be considered only after viable beneficial use alternatives have been exhausted.

We appreciate the opportunity to provide you with our comments. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,

W. Mark Thompson Sr/Sgd

Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:
EPA-Atlanta
FWS-Jacksonville
FWS-St. Petersburg
FDEP-Tallahassee
FGFWFC-Tallahassee
SWFWMD-Tampa (SWIM)
TBRPC-St. Petersburg
F/SER4
F/SER43-St Pete

ENVIRONMENTAL PROTECTION COMMISSION
HILLSBOROUGH COUNTY

ADMINISTRATIVE OFFICES, LEGAL & WATER MANAGEMENT DIVISION
1900 - 9TH AVENUE
TAMPA, FLORIDA 33605
TELEPHONE (813) 272-5960
FAX (813) 272-5157

AIR MANAGEMENT DIVISION
TELEPHONE (813) 272-5530

WASTE MANAGEMENT DIVISION
TELEPHONE (813) 272-5788

WETLANDS MANAGEMENT DIVISION
TELEPHONE (813) 272-7104

January 25, 1999

Lt. Colonel Michael Moore
Acting Chief, Planning Division - Environmental Branch
Department of the Army
Jackonsville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

Dear Lt. Colonel Moore:

SUBJECT: YBOR CHANNEL TURNING BASIN NAVIGATION STUDY

The scope of the letter, dated December 29, 1998, states that the purpose of the improvement to the Ybor Channel Turning Basin is to ease the difficulties of large vessels maneuvering within the basin. To achieve the desired results, the applicant is proposing a maintenance dredge of the basin to a depth of 34 feet and increasing the width of the basin by an additional 200 feet. The increase width will be by the excavation of submerged lands and uplands on the southwest side of the existing basin. The letter further states that in an effort to improve the water quality and create additional fishing habitat in Garrison Channel (a deauthorized channel since 1981) a portion of the dredged material would be used to raise the bottom elevation of the channel to about a 10 foot depth in the center of the channel.

Considering the proposal, the staff of the Environmental Protection Commission (EPC) of Hillsborough County would offer the following comments:

1. EPC staff has no objections to improving water quality and creation of fisheries habitat in Garrison Channel by raising the bottom elevation through utilizing a **portion** of the dredged material. The data collected by the staff of the EPC during its monthly water monitoring site, site #2 (located approximately a third of a mile west of Garrison Channel), indicates that dissolved oxygen readings for nine (9) months of the year (FY 1997) was below state water quality standards (see attached graph).

   In order to increase the benthic habitat benefits of the project, only the larger particle/rubble dredged materials should be used in this restoration project.

2. In order to mitigate for the loss of a portion of the shelf area (intertidal area) caused by the proposed widening of Ybor Basin, the staff of the EPC may require the creation of a littoral shelf in Garrison Channel which slopes down to the proposed increase in bottom elevation (pursuant to Chapter 1-11, Wetlands, Rules of the EPCHC). This littoral shelf could then be used for the planting of vegetation or the placement of hard bottom material.

   According to the rule, the wetland functions lost by the proposed development must be replaced on a one-for-one, like-kind for like-kind basis. This ensures that no-net-loss of wetlands will occur. However, it may be determined that the restored slopes in the proposed 'widening' area meets the mitigation requirements of Chapter 1-11.

3. Potentially, with large ships and tugs utilizing the turning basin, erosion due to prop wash and the wave action created through turning and berthing of these vessels may occur along the remainder of the southwest edge of the basin. To help alleviate this problem, EPC staff will recommend the placement of rip-rap along this edge. The placement of the rip-rap should be as follows:

   a) From mean high tide to 6 feet below Mean Low Water - the rip-rap slope shall maintain a grade of 4:1.

   b) Below 6 feet Mean Low Water) - the rip-rap placed shall maintain a slope of 2:1.

   The rip-rap shall also meet the following criteria:

   a) the use of clean concrete rubble or natural boulders one (1) foot to three (3) feet or larger in diameter shall constitute acceptable rip-rap materials; and,

   b) no reinforcing rods or other similar protrusions in concrete rubble shall be exposed and the rip-rap material shall be free of attached sediments; and,

   c) **the rip-rap material shall remain unconsolidated**; and,

   e) to prevent any undermining of the rip-rap material, a filter fabric or similar underliner will be required.

4. As a location considered for the placement of the remaining dredged material, the staff of the EPC would encourage the continued exploration of portions of the Palm River in much the same manner as Garrison Channel for the same beneficial environmental reasons.

Should you have any questions or if I can be of additional assistance, please contact me by phone at (813) 272-5960 or by fax at (813) 272-5157.

Sincerely,

Glenn L. Lockwood

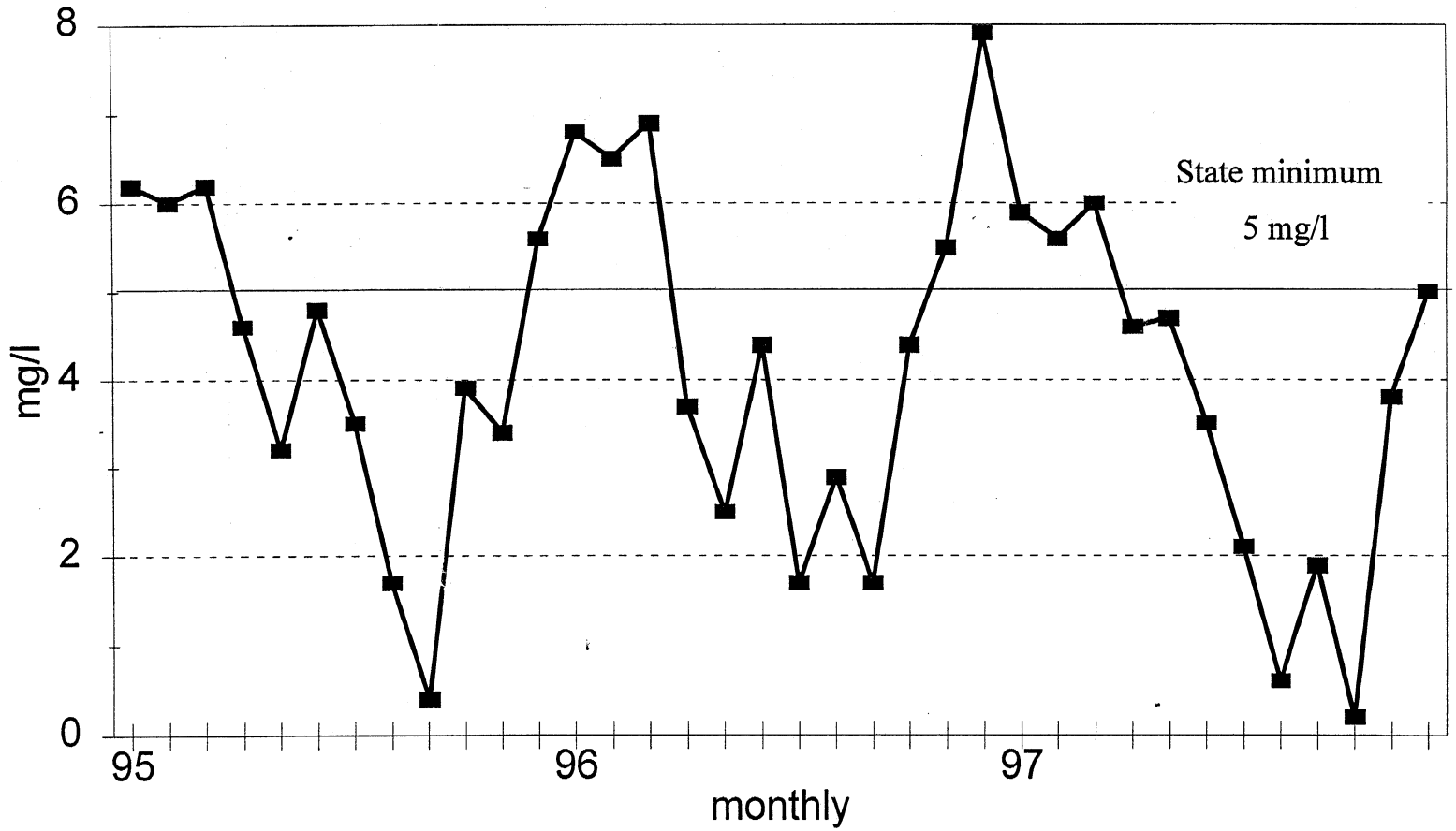
Glenn L. Lockwood
Environmental Scientist
Water Management Division
Environmental Protection Commission
of Hillsborough County

bu

cc: Tom Cardinale, EPC
Bob Upcavage, EPC

Dissolved Oxygen (Bottom)

Site #2 (Hillsborough River mouth)



FLORIDA STATE CLEARINGHOUSE
DEPARTMENT OF COMMUNITY AFFAIRS
2555 SHUMARD OAK BOULEVARD
TALLAHASSEE, FLORIDA 32399-2100

Department of the Army
Chief, Planning Division
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, FL 32232-0019

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

SAI# FL9812310800C

The above described project was received by the Clearinghouse on [illegible] and has been forwarded to the appropriate reviewing agencies. The clearance letter and agency comments will be forwarded to you no later than [illegible] unless you are otherwise notified. Please refer to the above State Application Identifier (SAI) number in all written correspondence with the Clearinghouse regarding this project. If you have any questions, please contact the Clearinghouse at (904) 922-5438.

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

Planning Division
Environmental Branch

NOV 26 1999

TO WHOM IT MAY CONCERN:

We are coordinating an Environmental Assessment for the Tampa Harbor - Ybor Turning Basin Expansion in accordance with the National Environmental Policy Act and to obtain concurrence from the State of Florida in our Coastal Zone Management Plan Consistency Determination. The work was previously approved but never constructed. We are re-evaluating the impacts of the project since the initial assessment was done in 1970. Based on the impacts of this proposal we have preliminarily determined that an Environmental Impact Statement is not required.

The document is contained on the attached compact disk (CD). If you have a computer, place the document in the CD drive. It is in pdf format but is self-extracting (loads automatically). If you do not have a computer, you can take it to your local library for assistance. The document can also be viewed at our Internet site at URL **http://www.saj.usace.army.mil/pd/env-doc.htm.**

We are circulating this document for a 30-day period from the date of this letter. If you have any questions or comments, please write to Mr Bill Fonferek at the above address and reference this project. He can also be reached at 904-232-2803.

Sincerely,

James C. Duck
Chief, Planning Division

Enclosure

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

January 25, 2000

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Jacksonville District Corps of Engineers - Environmental Assessment for the Tampa Harbor-Ybor Turning Basin Expansion - Tampa, Hillsborough County, Florida
SAI: FL199911290924C

Dear Mr. Fonferek:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of State (DOS) notes that a potentially significant anomaly was identified in the Ybor Channel remote sensing survey and that the Garrison Channel has not been surveyed. The nature and/or location of the proposed project activities is such that they may adversely impact historic properties listed, or eligible for listing, in the National Register of Historic Places. The DOS looks forward to future coordination with the U.S. Army Corps of Engineers regarding this action. Conditioned upon early and sufficient consultation with the DOS, the proposed project will be consistent with the historic preservation laws of Florida's Coastal Management Program. Please refer to the enclosed DOS comments.

The Department of Environmental Protection (DEP) indicates its agreement that the preferred alternative is the best

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: http://www.dca.state.fl.us

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

alternative considered and offers several comments regarding the draft environmental assessment. Please refer to the enclosed DEP comments.

Based on the information contained in the draft environmental assessment and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced project is consistent with the Florida Coastal Management Program.

In addition, comments and concerns received from the Tampa Bay Regional Planning Council are enclosed for your review and consideration.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: Abdul Hatim, Department of Environmental Protection
Janet Snyder Matthews, Department of State
Kristi Thum, Tampa Bay Regional Planning Council

Department of Environmental Protection

Lawton Chiles
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Virginia B. Wetherell
Secretary

January 10, 2000

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

RE: CEO/Draft EA for the Tampa Harbor-Ybor Turning Basin Expansion, Hillsborough County
SAI#: FL9911290924C

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above referenced Draft Environmental Assessment. This Draft EA is regarding the proposed dredging of the Ybor Turning Basin and placement of dredged material in the Garrison Channel and at Hooker's Point.

The purpose of placing the dredged material in Garrison Channel would be to reduce poor water quality conditions, cover undesirable sediments and create shallow-water habitat for aquatic life. The Department agrees that the preferred alternative, Construction and Garrison Channel Placement, is the best alternative considered. However, there is some question as to whether the hydrology in the Ybor Channel will be adversely affected. While it is generally agreed that tidal flushing in the Garrison Channel will likely be improved, tidal flushing in the Ybor Channel may be decreased. Tidal flushing in the Ybor Channel is reportedly currently poor. It would be beneficial for a hydrologic study to be conducted to show the alternative's effects on flushing in the Ybor Channel.

In Section 4.55 (Cumulative Effects - Environmental Consequences; Construction and Garrison Channel Placement Alternative), on page 22 it is stated:

If this action were considered in conjunction with other similar projects, there would be a substantial adverse.

This statement is incomplete. Any potential cumulative effects should be discussed in detail within the EA.

The Department appreciates the opportunity to review this project. If I may be of further assistance, please feel free to call me at 487-2231.

Sincerely,

Abdul Hatim
Environmental Specialist
Office of Legislative and Governmental Affairs

/ah
cc: Dianne McCommons, Southwest District
Lauren Milligan, Beaches and Coastal Systems

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services

MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State

DIVISION OF HISTORICAL RESOURCES

December 21, 1999

Ms. Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: DHR Project File No. 998838
Cultural Resource Assessment Request
SAI# FL9911290924C
Environmental Assessment for the Tampa Harbor – Ybor Turning Basin Expansion
Tampa, Hillsborough County, Florida

Dear Ms. Trainor:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, *Florida Statutes*, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or architectural value.

We have reviewed the referenced environmental assessment. We specifically reviewed section 3.8.3 dealing with Historic Properties. We note that that a potentially significant anomaly was identified in the Ybor Channel remote sensing survey and that the Garrison Channel has not been surveyed. The nature and/or location of the proposed project activities is such that they could have an adverse effect on historic properties listed, or eligible for listing, in the National Register. We look forward to future coordination between the U.S. Army Corps of Engineers and this office with regards to this action. Conditioned upon early and sufficient consultation with the State Historic Preservation Office the proposed Environmental Assessment for the Tampa Harbor – Ybor Turning Basin Expansion project will be consistent with the historic preservation laws of Florida's Coastal Management Program.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, at 850-487-2333 or 800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Ese

xc: Jasmin Raffington, FCMP-DCA

COUNTY: Hillsborough

DATE: 11/29/1999
COMMENTS DUE-2 WKS: 12/14/1999
CLEARANCE DUE DATE: 01/13/2000
SAI#: FL9911290924C

Message:

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Community Affairs Environmental Protection Fish & Wildlife Conserv. Comm State X Transportation	Southwest Florida WMD	Environmental Policy/C & ED

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— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Jacksonville District Corps of Engineers - Environmental Assessment for the Tampa Harbor-Ybor Turning Basin Expansion - Tampa, Hillsborough County, Florida. Sent via CD. Also available on-line at: http://www.saj.usace.army.mil/pd/env-doc.htm

To: **Florida State Clearinghouse**
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

- [x] No Comment
- [ ] Comments Attached
- [ ] Not Applicable

Federal Consistency

- [x] No Comment/Consistent
- [ ] Consistent/Comments Attached
- [ ] Inconsistent/Comments Attached
- [ ] Not Applicable

From:

Division/Bureau: FDOT RAIL OFFICE

Reviewer: [signature] ADMINISTRATOR - PORTS/INTERMODAL

Date: 12/5/99

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

M E M O R A N D U M

Date: December 9, 1999

To: **State Clearinghouse**

From: **Robert G. Hebert, Jr.**
Administrator-Ports/Intermodal
Florida Department of Transportation
SC 994-4546 FAX SC 292-4942

Copies: FDOT ICAR Coordinator w/att., Public Transportation Manager-District 7, Florida Coastal Management Director (DCA), File

Subject: **ICAR Federal Consistency Project Review Process**
Tampa Turning Basin
SAI# FL9911290924C

In accordance with departmental procedure 525-010-205, and State Clearinghouse requirements for review and comment on potential federal projects that may affect state programs and objectives, please be advised that the above-referenced proposed study or project:

___ Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:

__X__ Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

Should further information or explanation be required, please feel free to contact the Rail Office at (850) 414-4500.

RGH/
Attachment

South West Florida
Water Management District

2379 Broad et, Brooksville, Florida 34609-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
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Tampa Service Office
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Tampa, Florida 33637-6759
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Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(941) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

Venice Service Office
115 Corporation Way
Venice, Florida 34292-3524
(941) 486-1212 or
1-800-320-3503 (FL only)
SUNCOM 526-6900

Lecanto Service Office
3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

December 28, 1999

Ms. Cherie Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: **Dept. of the Army- Environmental Assessment for the Tampa Harbor- Ybor Turning Basin Expansion- Tampa, Hillsborough County; SAI#: FL9911290924C**

Dear Ms. Trainor:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the referenced project. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
X	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

Trisha Neasman

Trisha Neasman, AICP
Government Planning Coordinator

Carliane

COUNTY: Hillsborough

Message:

DATE: 11/29/1999
COMMENTS DUE-2 WKS: 12/14/1999
CLEARANCE DUE DATE: 01/13/2000
SAI#: FL9911290924C

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Community Affairs Environmental Protection Fish & Wildlife Conserv. Comm State Transportation	Southwest Florida WMD	X Environmental Policy/C & ED

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evalutation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

_X_ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Jacksonville District Corps of Engineers - Environmental Assessment for the Tampa Harbor-Ybor Turning Basin Expansion - Tampa, Hillsborough County, Florida. Sent via CD. Also available on-line at: http://www.saj.usace.army.mil/pd/env-doc.htm

To: **Florida State Clearinghouse**
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

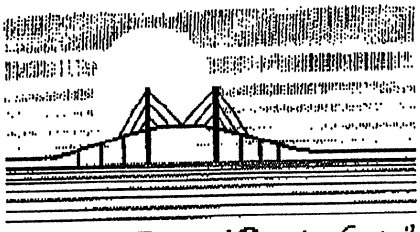
- [X] No Comment
- [ ] Comments Attached
- [ ] Not Applicable

Federal Consistency

- [ ] No Comment/Consistent
- [ ] Consistent/Comments Attached
- [ ] Inconsistent/Comments Attached
- [ ] Not Applicable

The CD is a good feature

From:
Division/Bureau: OPB Environmental Policy Unit
Reviewer: Carliane Johnson
Date: 12-16-99



Tampa Bay Regional Planning Council

IC&R

Intergovernmental Coordination and Review
9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118
http://access.tampabayrpc.org

DEPARTMENT OF THE ARMY, JACKSONVILLE DISTRICT U.S. ARMY CORPS OF ENGINEERS, DRAFT ENVIRONMENTAL ASSESSMENT FOR THE TAMPA HARBOR-YBOR TURNING BASIN EXPANSION, SAI #FL9911290924C, CITY OF TAMPA, IC&R #365-99.

The Florida State Clearinghouse has requested review and comment on the Draft Environmental Assessment for the proposed Tampa Harbor-Ybor Turning Basin Expansion project. The project is located at the junction of Ybor, Garrison and Sparkman channels southeast of downtown Tampa. It was first authorized in 1970, but was never constructed. The Environmental Assessment provides a study of construction alternatives, dredged material disposal alternatives, potential environmental impacts, and alternative mitigation measures.

The project entails enlarging the turning basin by moving the southwest edge 200 feet to the west, moving the northernmost point south of Garrison Channel 100 feet to the west, and dredging the enlarged area to -34 feet MSL. About 1,021 square feet of oyster beds would be removed, and an estimated 550,000 cubic yards of sediments and clean sands would be dredged.

The oyster beds would be moved to a nearby location of existing beds. Dredged material disposal sites will depend on water quality certification. The preferred scenario is placement of an estimated 165,000 cubic yards of dredged material in Garrison Channel, to reduce its overall depth from about -25 feet MSL to no less than -10 feet MSL. This is being considered a beneficial use of the material, since it would alleviate an unnaturally deep situation and allow better mixing of the water column and better light penetration. The preferred site for disposal of the remaining dredged material is the open water site on the southern tip of Hookers Point. Under an existing permit, the area is being filled to create an upland wharf site. If required, to meet state water quality requirements, material can be placed in the Tampa Port Authority's (TPA) 2-D spoil island.

Four other disposal options: TPA's 3-D spoil site; wetland creation adjacent to 2-D; Palm River restoration; and the open-water disposal area adjacent to Davis Island, were considered and discarded.

The Draft Environmental Assessment summarizes the potential effects of using the three selected disposal sites as follows:

Resources	Placement In 2-D	Placement at Hookers Point	Placement in Garrison Channel
Water Quality	None	None	minor short-term increase in turbidity; improved in channel for aquatic life.
Benthos	None	None	increased diversity from improved water quality & shallow water habitat
Fisheries	None	None	increased shallow-water fish habitat in nearshore areas
Migratory Birds	short-term disruption of nesting; mitigated by implementing protection conditions & monitoring	None	None
Historic Properties	None	None	unknown effects
Recreation	None	None	short-term disruption to fishing

Council Comments/Concerns

The project will impact "Natural Resources of Regional Significance", as identified in *The Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (FRSRPP) because Tampa Bay is such a resource. The Garrison Channel disposal alternative has potentially positive effects for the environment. However, several questions raised by various environmental agencies during the review of the Re-evaluation Report have not been addressed through the presentation of substantiating data. High seasonal flows from the Hillsborough River contribute to the flushing of Garrison Channel and affect water quality in Ybor and Sparkman Channels. The following issues should be addressed through the presentation of data or modeling efforts:

1. The effect of shallowing Garrison Channel on tidal action and circulation, and on water quality in Ybor and Sparkman Channels.

2. The effect of shallowing Garrison Channel on Seddon Channel and other areas at the mouth of the Hillsborough River.

3. The stability of the material once placed in the Garrison Channel.

The Council's Agency on Bay Management received a presentation on this project at its Natural Resources/Environmental Impact Review Committee meeting on December 9, 1999. The Agency did not send any positive or negative comments to Council for its consideration.

Further, it is recommended that any additional comments addressing local concerns be considered prior to final action.

Committee adopted January 24, 2000

Fred Reeves, Chairman
Clearinghouse Review Committee

This project has been reviewed for consistency with the Council's adopted growth policy, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. Upon satisfactory resolution of the questions stated above, this proposal will be consistent with Council policies:

4.5.1: Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

4.6.6: Evaluate the potential to mitigate adverse impacts resulting from prior alteration of natural hydrologic and circulation patterns in surface and groundwater (e.g., finger canals, altered streams, saltwater intrusion, causeways).

4.7.2: Uncontaminated dredged material shall be considered a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat. Require revegetation plans for spoil areas utilizing appropriate native plant species.

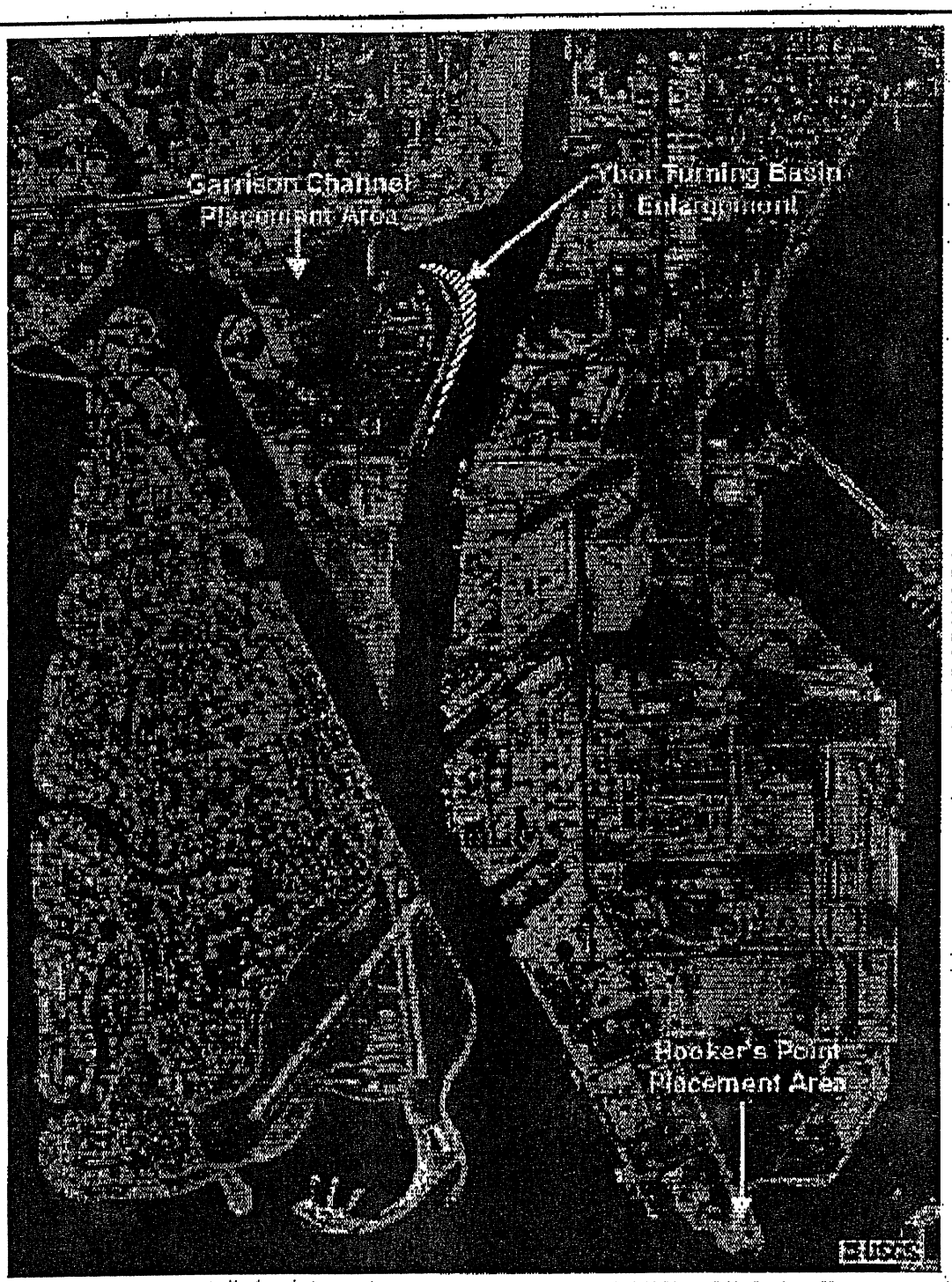
4.7.4: Encourage the development and use of innovative and efficient dredged material disposal methods which reduce adverse environmental impacts and financial costs of dredged material disposal.

4.7.6: Regionally-significant natural resources shall be protected from adverse effects of dredge and fill activities.

4.7.7: Implement use of best available technology to reduce sediment resuspension and releases during dredging activities.

5.4.3: Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits, and environmental and social costs.

PLEASE NOTE: The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.



Selected Plan: Enlarge basin by moving south most edge 200 feet, except northernmost point which moves 100 feet. Incorporate wedge to turn in Sparkman Channel. Project depth is 34 feet. Placement of dredged material at Hooker's Point and Garrison Channel.

Not To Scale

Figure 4. Selected Plan
Ybor Turning Basin
Department of the Army
Jacksonville District, Corps of Engineers
Jacksonville, Florida

FLORIDA STATE CLEARINGHOUSE
LOCAL GOVERNMENT COORDINATION
ROUTING SHEET

SAI #: FL9911290924C DATE: 11/29/1999

COMMENTS DUE TO RPC: 12/21/1999 365/99

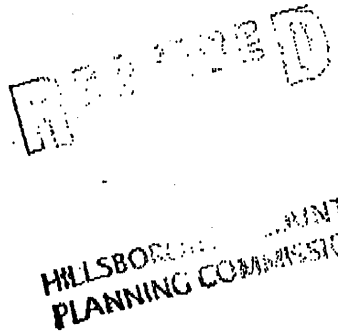
AREA OF PROPOSED ACTIVITY: COUNTY: Hillsborough CITY: Tampa

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

PROJECT DESCRIPTION

Department of the Army - Jacksonville District Corps of Engineers - Environmental Assessment for the Tampa Harbor-Ybor Turning Basin Expansion - Tampa, Hillsborough County, Florida. Sent via CD. Also available on-line at: http://www.saj.usace.army.mil/pd/env-doc.htm

ROUTING:	RPC	Local Governments
	___Tampa Bay RPC	X Hillsborough County
		Tampa



IF YOU HAVE NO COMMENTS, PLEASE CHECK HERE AND RETURN FORM TO RPC : ✓

ALL CONCERNS OR COMMENTS REGARDING THE ATACHED PROJECT SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE REGIONAL PLANNING COUNCILSHOWN BELOW. PLEASE REFER TO THE SAI # IN ALL CORRESPONDENCE:

Ms. Kristi Thum
Tampa Bay Regional Planning Council
9455 Koger Boulevard
Suite 219
St. Petersburg, FL 337022491

IMPORTANT: PLEASE DO NOT SEND COMMENTS DIRECTLY TO THE CLEARINGHOUSE!

IF YOU HAVE QUESTIONS REGARDING THE ATTACHED PROJECT OR THE INTERGOVERNMENTAL COORDINATION PROCESS, PLEASE CONTACT THE STATE CLEARINGHOUSE. IF YOU HAVE QUESTIONS REGARDING THE FEDERAL CONSISTENCY REVIEW PROCESS, PLEASE CONTACT THE FLORIDA COASTAL MANAGEMENT PROGRAM. THE TELEPHONE NUMBER FOR BOTH PROGRAMS IS (850) 922-5438 OR SUNCOM 292-5438.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

JAN 07 2000

District Engineer, Jacksonville
P.O. Box 4970
Jacksonville, FL 32232

ATTN: Mr. James C. Duck, Chief
Planning Division

Subject: Environmental Assessment (EA) on the Ybor Turning Basin, Tampa Harbor, Hillsborough County, FL

Dear Sir:

Pursuant to Section 309 of the Clean Air Act, EPA, Region 4 has reviewed the subject document, an examination of the consequences of upgrading the navigation capabilities of the Ybor turning facility, viz., widening/deepening the basin's dimensions. The necessary excavation to accomplish same will generate 165,000 cubic yards of new work material and deepen about 8 acres to 34 feet deep. This material will be placed in the Garrison Channel in an effort to create improved benthic habitat and lessen some of its degraded water quality parameters.

The Fish and Wildlife Coordination Act Report discusses an excellent means to lessen the adverse effects of the proposal via creation of oyster beds in Upper Hillsborough Bay. Since actual oyster resources and the habitat thereof will be destroyed by the dredging, the congruency of this suggestion is obvious. If the unavoidable losses are fully addressed to the satisfaction of state/federal resource agencies, we would have no objections to the use of an EA to assess the proposal rather than the more comprehensive environmental impact statement format.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-562-9626) will serve as initial point of contact.

Sincerely,

Heinz Mueller

Heinz J. Mueller, Chief
Office of Environmental Assessment

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

December 23, 1999

James C. Duck, Chief
Jacksonville District Corps of Engineers
Planning Division, Environmental Branch
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Mr. Duck:

The National Marine Fisheries Service (NMFS) has reviewed the Environmental Assessment, provided with your letter dated November 26, 1999, for the Tampa Harbor Ybor Turning Basin Expansion project in Hillsborough County, Florida. Based on our review, the document adequately identifies and describes the project area resources and the potential impacts to those resources that would be expected to occur from implementation of the various alternatives investigated. The preferred alternative contains mitigative measures which we anticipate will result in minimal impacts to NMFS trust resources. Therefore, we have no additional comments to provide at this time.

If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,

for Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER43
F/SER3
EPA-Atlanta
FWS-St. Petersburg
FDEP-Tampa
FGFWFC-Tallahassee

APPENDIX IV

COMPLIANCE WITH ENVIRONMENTAL LAWS AND REGULATIONS

COMPLIANCE WITH ENVIRONMENTAL REQUIREMENTS.

1. **National Environmental Policy Act of 1969, as amended**. Environmental information on the project has been compiled in the draft Environmental Assessment. Comments about the proposed work were initially gathered as a result of a Scoping Letter dated 8 May 1998 sent to the public at large. The Draft EA will be coordinated with the public for 45 days. This public coordination and environmental impact assessment complies with the intent of NEPA. The process will fully comply with the Act once the Draft Findings of No Significant Impact has been signed by the District Commander.

2. **Endangered Species Act of 1973, as amended.** Consultation with the US Fish and Wildlife Service for using this hole was conducted in conjunction with the preparation of the Coordination Act Report and Biological Opinion for the construction of The Tampa Harbor – Ybor Channel and Port Sutton Navigation Channel. The USFWS provided these documents by Final CAR dated December 14, 1998. The USFWS concluded that the work would not likely jeopardize the continued existence of the manatee, if the Standard manatee protection conditions are implemented. In addition, the USFWS requested the manatee brochure be provided to the crew as a part of the observer education. This project was fully coordinated under the Endangered Species Act; therefore, this project is in full compliance with the Act.

3. **Fish and Wildlife Coordination Act of 1958, as amended**. The Tampa Harbor – Ybor Channel and Port Sutton Navigation Channel project has been coordinated with the USFWS during the preparation of the Fish and Wildlife Coordination Act Report. The USFWS has prepared a Final CAR for the project and stated the work will not have significant long-term affects on fish and wildlife resources and therefore, does not object to this action. Therefore, the project is in compliance with the Act.

4. **National Historic Preservation Act of 1966, as amended (PL 89-665)**. An archival and literature review, including review of the current National Register of Historic Places listing, and consultation with the Florida State Historic Preservation Officer (SHPO) has been conducted to determine if significant cultural resources are located within the area of impact for the proposed project. The District has determined that there will be no adverse impacts to any significant cultural resources in the Port Sutton Channel. The District has also determined that placement of dredged material at CMDA-2D wetland area, Whiskey Stump Key Seagrass Restoration Site and MacDill Hole will not have an adverse effect on significant cultural resources. Coordination through Section 106 of the NHPA complies with this Act and with the Archeological and Historic Preservation Act.

5. **Clean Water Act of 1972, as amended**.

5.1. Section 401. (Water Quality) A Florida Department of Environmental Protection (DEP) Water Quality Certificate (WQC) has been issued for the maintenance dredging of this area. State water quality standards will be adhered to during construction. The project will cause temporary increases in

turbidity where dredging is taking place and at the disposal site. The Florida water quality regulations require that water quality standards not be violated during dredging operations. The standards state that turbidity outside the designated mixing zone shall not exceed 29 NTU's above background. Various protective measures and monitoring programs will be conducted during construction to ensure compliance with State water quality standards. Should monitoring determine that the State turbidity standards have been exceeded, the contractor will be required to cease operations until conditions return to normal.

5.2. Section 404 (b)(1). The purpose of Section 404(b)(1) of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of the waters of the United States through the control of discharges of dredged or fill material. Controls are established through restrictions placed on the discharges in Guidelines published in 40 CFR 230. An evaluation of the dredged material was conducted (Appendix I). The impacts are addressed in the Environmental Assessment and are primarily related to a minor increases in turbidity levels adjacent to the placement area.

Based on the probable impacts addressed in the environmental assessment, the 404(b)(1) evaluation and Inland Testing Manual requirements concerning the dredged material to be used, the proposed work would comply with the Guidelines and the intent of Section 404(b)(1) of the Clean Water Act.

6. **Clean Air Act of 1972, as amended**. No air quality permits will be required for this project. Therefore, this Act would not be applicable.

7. **Coastal Zone Management Act of 1972, as amended**. The project has been evaluated in accordance with Section 307 of the Coastal Zone Management Act. It has been determined that the project would have no unacceptable impacts and would be consistent with the Florida Coastal Zone Management Plan (Appendix V). In accordance with the 1979 Memorandum of Understanding and the 1983 Addendum to the Memorandum concerning acquisition of water quality certifications and other State of Florida authorizations, the Draft Environmental Assessment, Coastal Zone Consistency Determination and Section 404(b)(1) Evaluation are being submitted to the State to show consistency with the Florida Coastal Zone Management Plan. Final state concurrence is issued concurrently with the issuance of the Water Quality Certification.

8. **Farmland Protection Policy Act of 1981.** No prime or unique farmland will be impacted by implementation of this project. This act is not applicable.

9. **Wild and Scenic River Act of 1968, as amended**. No designated Wild and Scenic river reaches will be affected by project related activities. This act is not applicable.

10. **Marine Mammal Protection Act of 1972, as amended**. Incorporation of the safe guards used to protect manatees during dredging and disposal operations will be implemented during construction,

therefore, this project is in compliance with the Act.

11. **Estuary Protection Act of 1968.** No designated estuary will be affected by project activities. This act is not applicable.

12. **Federal Water Project Recreation Act, as amended**. There is no recreational development proposed for maintenance dredging or disposal. Therefore, this Act does not apply.

13. **Resource Conservation and Recovery Act of 1976, (PL 94-580; 7 U.S.C. 100, et seq.** This law has been determined not to apply as there are no items regulated under this act being disposed of or affected by this project.

14. **Toxic Substances Control Act of 1976, (PL 94-469; U.S.C. 2601, et seq.** This law has been determined not to apply as there are no items regulated under this act being disposed of or affected by this project.

15. **E.O. 11990, Protection of Wetlands**. No wetlands will be affected by project activities. This project is in compliance with the goals of this Executive Order.

16. **E.O. 11988, Floodplain Management**. No activities associated with this project will take place within a floodplain, therefore this project is in compliance with the goals of this Executive Order.

17. **E.O. 12898, Environmental Justice.** This project has been evaluated in accordance with the subject E.O. The project would not result in adverse human health or environmental effects. There would be no impacts on subsistence consumption of fish or wildlife from this project. Therefore, the work would comply with this E.O.

18. . **Essential Fish Habitat, Magnuson-Stevens Fishery Conservation and Management Act**. The affects of the existing federal navigation project have been identified in the Environmental Assessment. The effects on EFH are being coordinated with the NMFS through the NEPA process.

APPENDIX V

FLORIDA COASTAL ZONE CONSISTENCY DETERMINATION

FLORIDA COASTAL ZONE MANAGEMENT PROGRAM
FEDERAL CONSISTENCY EVALUATION PROCEDURES

1. **Chapter 161, Beach and Shore Preservation**.

The intent of the coastal construction permit program established by this chapter is to regulate construction projects located seaward of the line of mean high water and which might have an effect on natural shoreline processes.

Response: The proposed project is not located in a beach area. Therefore, the project would not apply to this chapter.

2. **Chapters 186 and 187, State and Regional Planning**.

These chapters establish the State Comprehensive Plan which sets goals that articulate a strategic vision of the State's future. It's purpose is to define in a broad sense, goals, and policies that provide decision-makers directions for the future and provide long-range guidance for an orderly social, economic and physical growth.

Response: This project will be coordinated with the Tampa Bay Regional Planning Council and the State Clearinghouse. Therefore, this project would comply with the intent of this Chapter.

3. **Chapter 252, Disaster Preparation, Response and Mitigation**.

This chapter creates a state emergency management agency, with the authority to provide for the common defense; to protect the public peace, health and safety; and to preserve the lives and property of the people of Florida.

Response: The dredging and placement would be consistent with the intent of this Chapter.

4. **Chapter 253, State Lands**.

This chapter governs the management of submerged state lands and resources within state lands. This includes archeological and historical resources; water resources; fish and wildlife resources; beaches and dunes; submerged grass beds and other benthic communities; swamps, marshes and other wetlands; mineral resources; unique natural features; submerged lands; spoil islands; and artificial reefs.

Response: The dredging and placements would not affect state lands. The proposal would comply with the intent of this chapter.

5. **Chapters 253, 259, 260, and 375, Land Acquisition**.

This chapter authorizes the state to acquire land to protect environmentally sensitive areas.

Response: Since the affected property already is in public ownership, this chapter would not apply.

6. **Chapter 258, State Parks and Aquatic Preserves**.

This chapter authorizes the state to manage state parks and preserves. Consistency with this statute would include consideration of projects that would directly or indirectly adversely impact park property, natural resources, park programs, management or operations.

Response: The proposed work would not affect any parks or preserves, and would, therefore, be consistent with this chapter.

7. **Chapter 267, Historic Preservation**.

This chapter establishes the procedures for implementing the Florida Historic Resources Act responsibilities.

Response: The construction of the new navigation channel has been coordinated with the Florida State Historic Preservation Officer. Procedures will be implemented to avoid affects on unidentified historic properties, which may be located within the affected areas. Remote sensing surveys will be completed to identify historic properties, which may be eligible for inclusion in the National Register of Historic Places, in the navigation channel and in the proposed disposal areas. Therefore, the work will be consistent with the goals of this chapter.

8. **Chapter 288, Economic Development and Tourism**.

This chapter directs the state to provide guidance and promotion of beneficial development through encouraging economic diversification and promoting tourism.

Response: The expansion of the channel encourages the development Tampa Harbor and economic growth of the area. Therefore, the work would be consistent with the goals of this chapter.

9. **Chapters 334 and 339, Public Transportation**.

This chapter authorizes the planning and development of a safe balanced and efficient transportation system.

Response: The expansion of the channel promotes recreational and commercial navigation within Tampa Harbor. Therefore, the work would comply with the goals of this chapter.

10. **Chapter 370, Saltwater Living Resources**.

This chapter directs the state to preserve, manage and protect the marine, crustacean, shell and anadromous fishery resources in state waters; to protect and enhance the marine and estuarine

environment; to regulate fisherman and vessels of the state engaged in the taking of such resources within or without state waters; to issue licenses for the taking and processing products of fisheries; to secure and maintain statistical records of the catch of each such species; and, to conduct scientific, economic, and other studies and research.

Response: The work would not affect salt-water living resources, therefore, the work is consistent with the goals of this chapter.

11. **Chapter 372, Living Land and Freshwater Resources**.

This chapter establishes the Game and Freshwater Fish Commission and directs it to manage freshwater aquatic life and wild animal life and their habitat to perpetuate a diversity of species with densities and distributions that provide sustained ecological, recreational, scientific, educational, aesthetic, and economic benefits.

Response: The placement of material in the channel would not affect any resources covered by this Chapter. Therefore, the work would comply with the goals of this chapter.

12. **Chapter 373, Water Resources**.

This chapter provides the authority to regulate the withdrawal, diversion, storage, and consumption of water.

Response: This work does not involve water resources as described by this chapter.

13. **Chapter 376, Pollutant Spill Prevention and Control**.

This chapter regulates the transfer, storage, and transportation of pollutants and the cleanup of pollutant discharges.

Response: This work does not involve the transportation or discharging of pollutants.

14. **Chapter 377, Oil and Gas Exploration and Production**.

This chapter authorizes the regulation of all phases of exploration, drilling, and production of oil, gas, and other petroleum products.

Response: This work does not involve the exploration, drilling or production of gas, oil or petroleum product and therefore, does not apply.

15. **Chapter 380, Environmental Land and Water Management**.

This chapter establishes criteria and procedures to assure that local land development decisions consider the regional impact nature of proposed large-scale development.

Response: The construction dredging and placement has been coordinated with the local regional planning commission. Therefore, the work would be consistent with the goals of this chapter.

16. **Chapter 388, Arthropod Control**.

This chapter provides for a comprehensive approach for abatement or suppression of mosquitoes and other pest arthropods within the state.

Response: The work would not further the propagation of mosquitoes or other pest arthropods.

17. **Chapter 403, Environmental Control**.

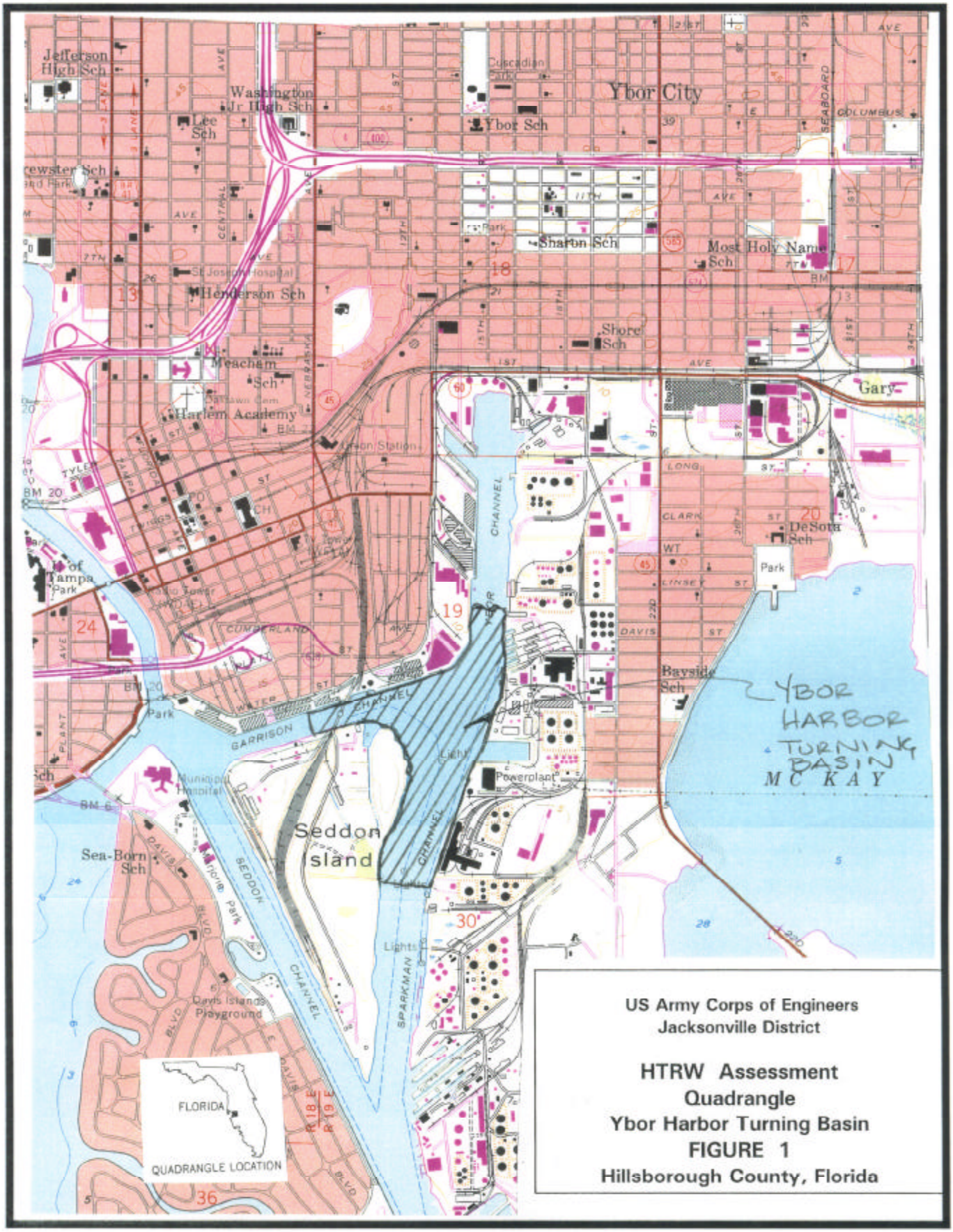
This chapter authorizes the regulation of pollution of the air and waters of the state by the DEP.

Response: A permit application is being prepared for the project. Final compliance would come with the permit modification. Therefore, the work is complying with the intent of this chapter.

18. **Chapter 582, Soil and Water Conservation**.

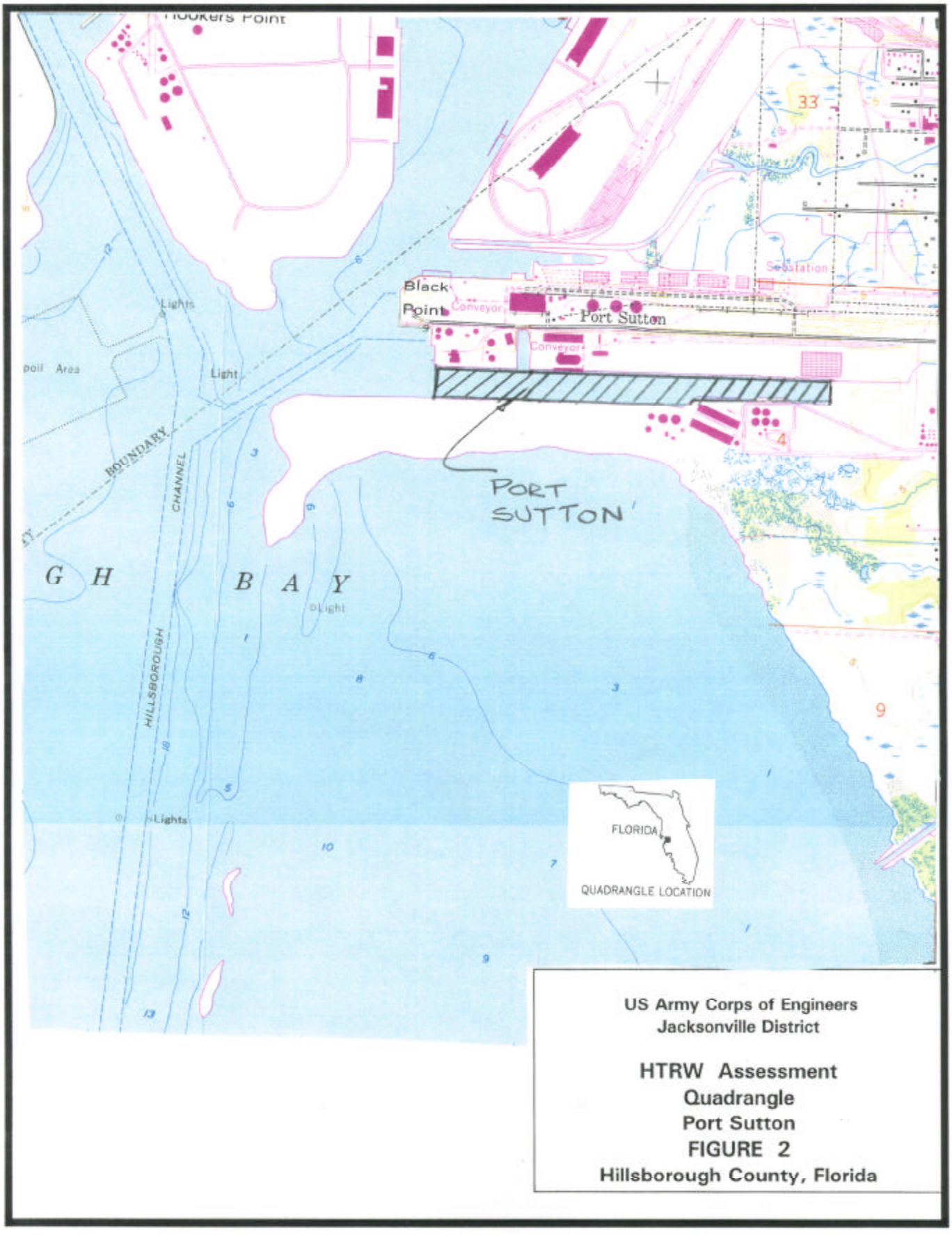
This chapter establishes policy for the conservation of the state soil and water through the Department of Agriculture. Land use policies will be evaluated in terms of their tendency to cause or contribute to soil erosion or to conserve, develop, and utilize soil and water resources both onsite or in adjoining properties affected by the work. Particular attention will be given to work on or near agricultural lands.

Response: The proposed work is not located near or on agricultural lands and would therefore, this chapter would not apply.



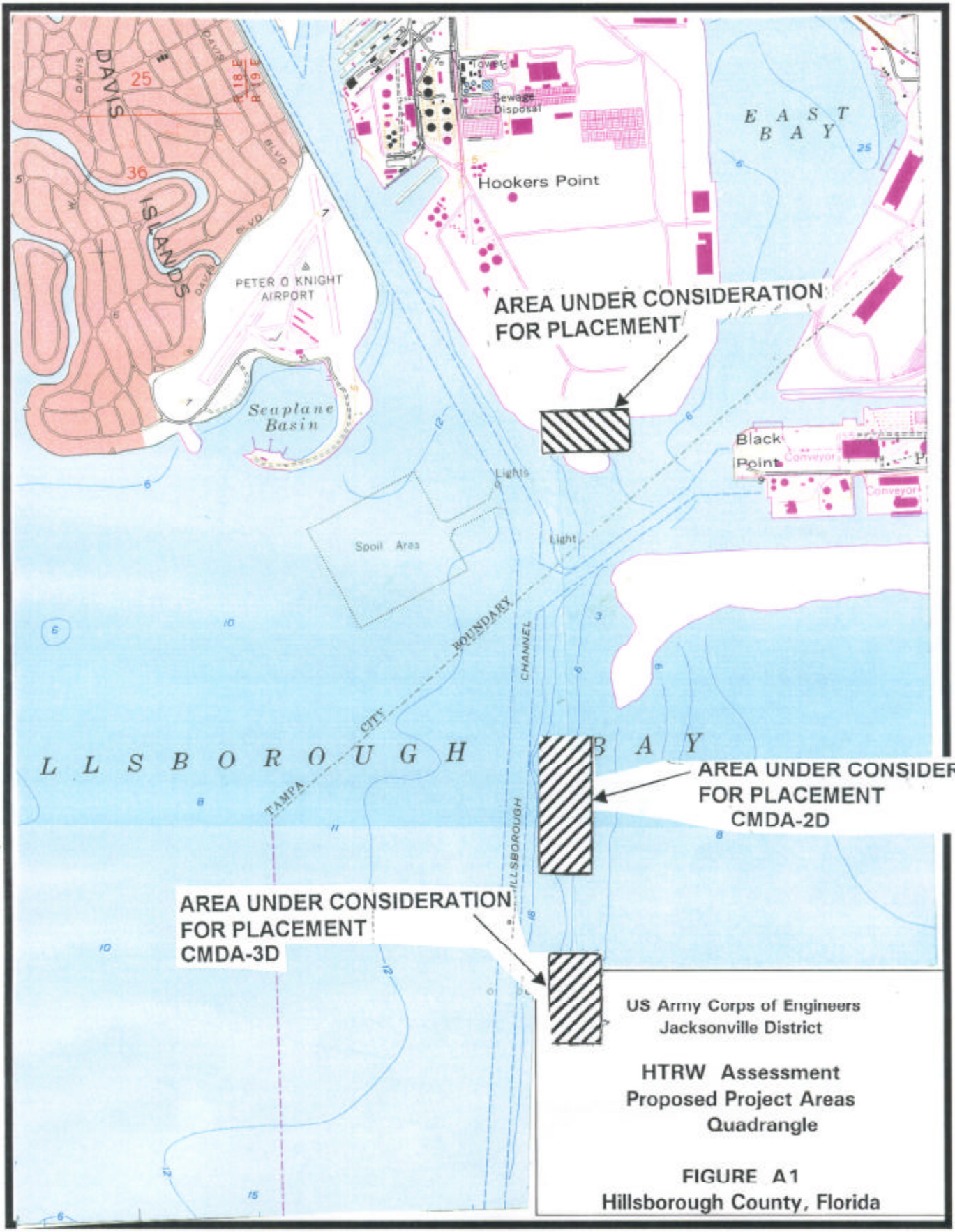
US Army Corps of Engineers
Jacksonville District

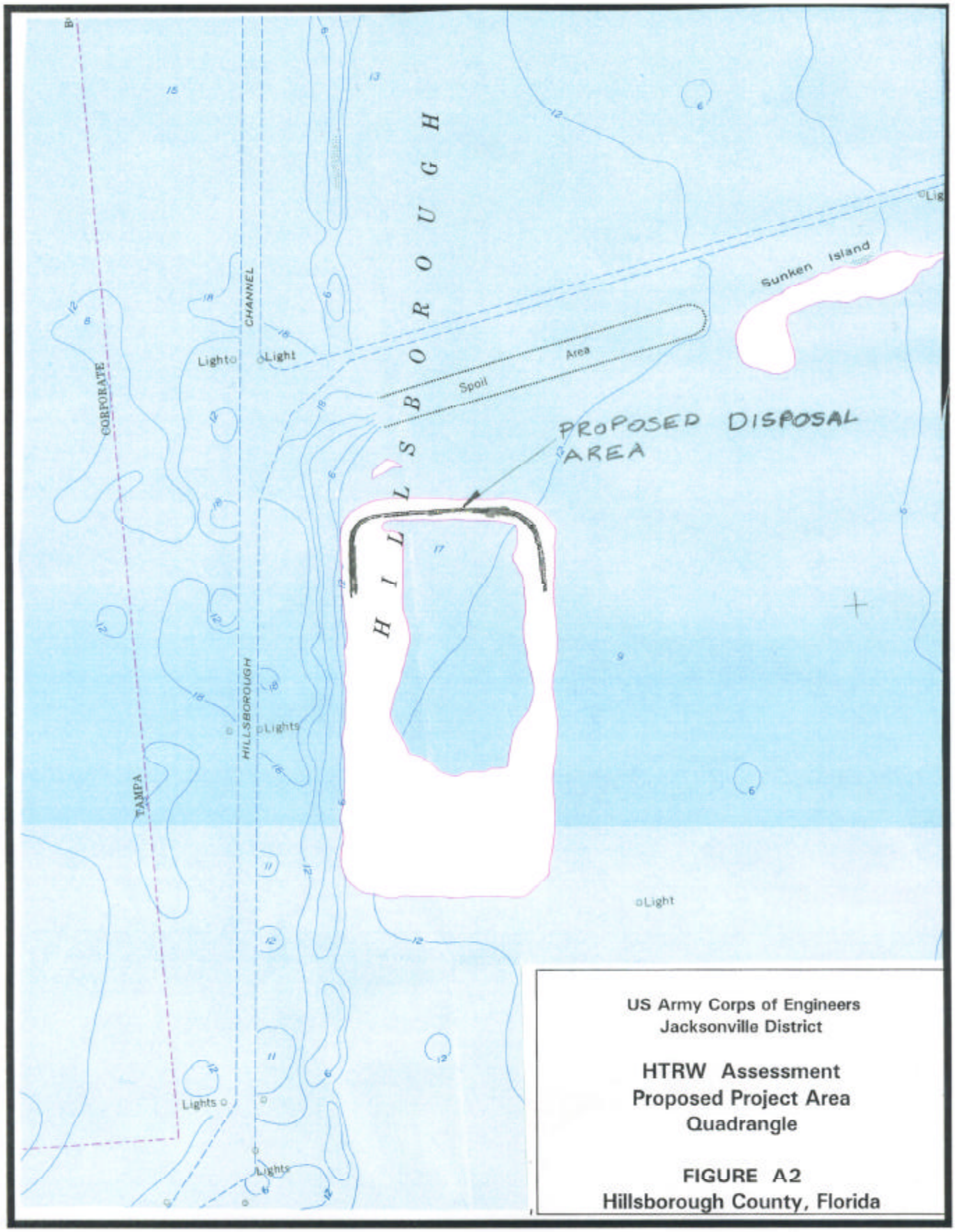
HTRW Assessment
Quadrangle
Ybor Harbor Turning Basin
FIGURE 1
Hillsborough County, Florida



US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Quadrangle
Port Sutton
FIGURE 2
Hillsborough County, Florida


DAVIS ISLANDS
25
36
R18E
R19E
Sewage Disposal
Hookers Point
EAST BAY
PETER O KNIGHT AIRPORT
Seaplane Basin
AREA UNDER CONSIDERATION FOR PLACEMENT
Black Point
Conveyor
Lights
Light
Spoil Area
BOUNDARY
CHANNEL
HILLSBOROUGH BAY
TAMPA CITY
AREA UNDER CONSIDERAT FOR PLACEMENT CMDA-2D
AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-3D
US Army Corps of Engineers
Jacksonville District
HTRW Assessment
Proposed Project Areas
Quadrangle
FIGURE A1
Hillsborough County, Florida

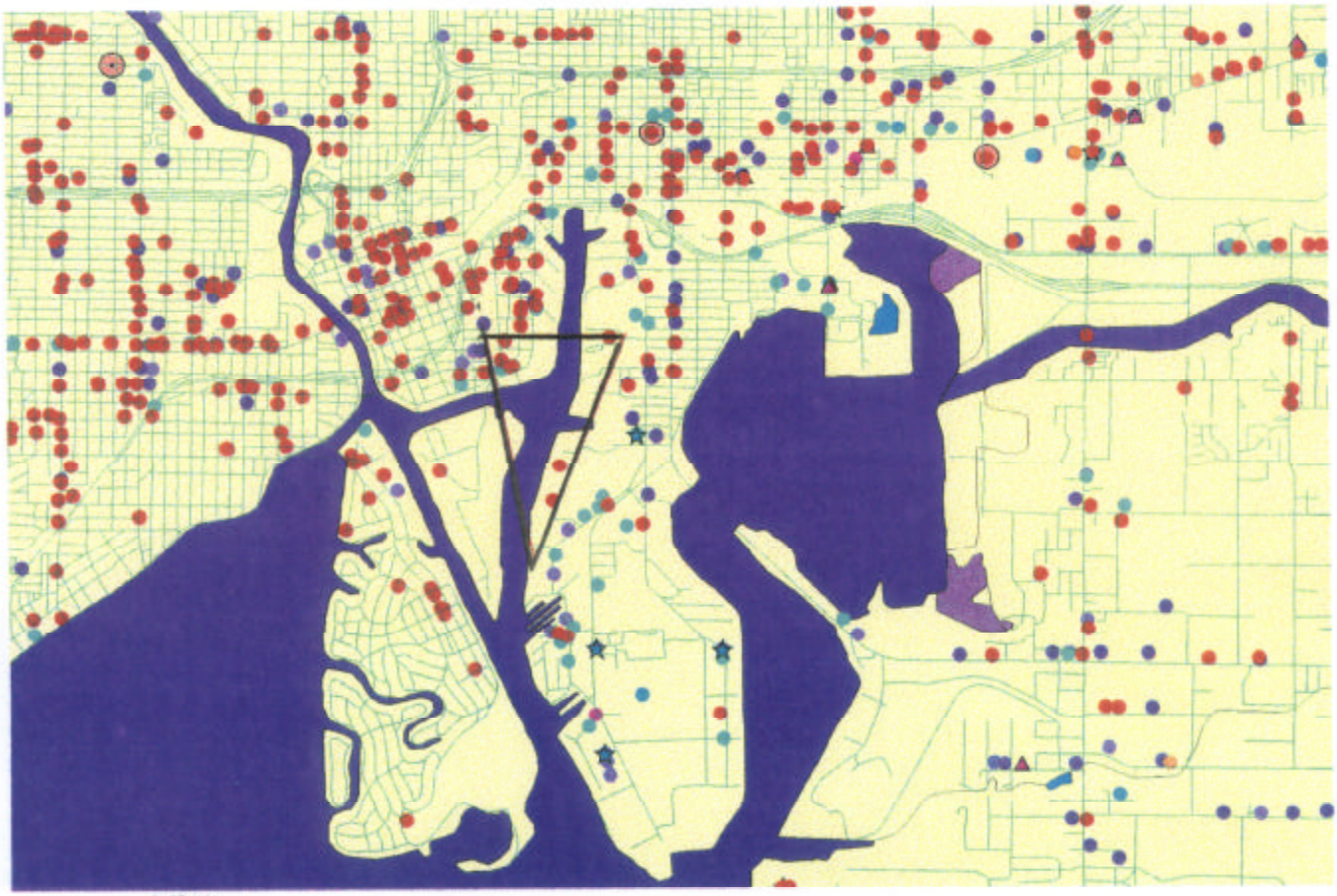


US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Proposed Project Area
Quadrangle

FIGURE A2
Hillsborough County, Florida

Ybor Harbor Project Area



Roads
Underground Storage Tank Ut12000m.shp
Treatment Storage and Disposal Facility Ts12000m.shp
RCRA Transporter Tr12000m.shp
Tc12000m.shp
Landfills Sw12000m.shp
Spills Ss12000m.shp
State Priority List Sp12000m.shp
Sc12000m.shp
Np12000m.shp
Lf12000m.shp
Gs12000m.shp
Gl12000m.shp
Cr12000m.shp
Co12000m.shp
At12000m.shp
Hydro
Bays, estuaries, gulfs, oceans, or seas
Ditch or canal
Fish hatchery or farm
Lake or pond
Mangrove area
Marsh, wetland, swamp, or bog
Outside area
Stream or River
Tailings pond or settling basin
Void or non-feature

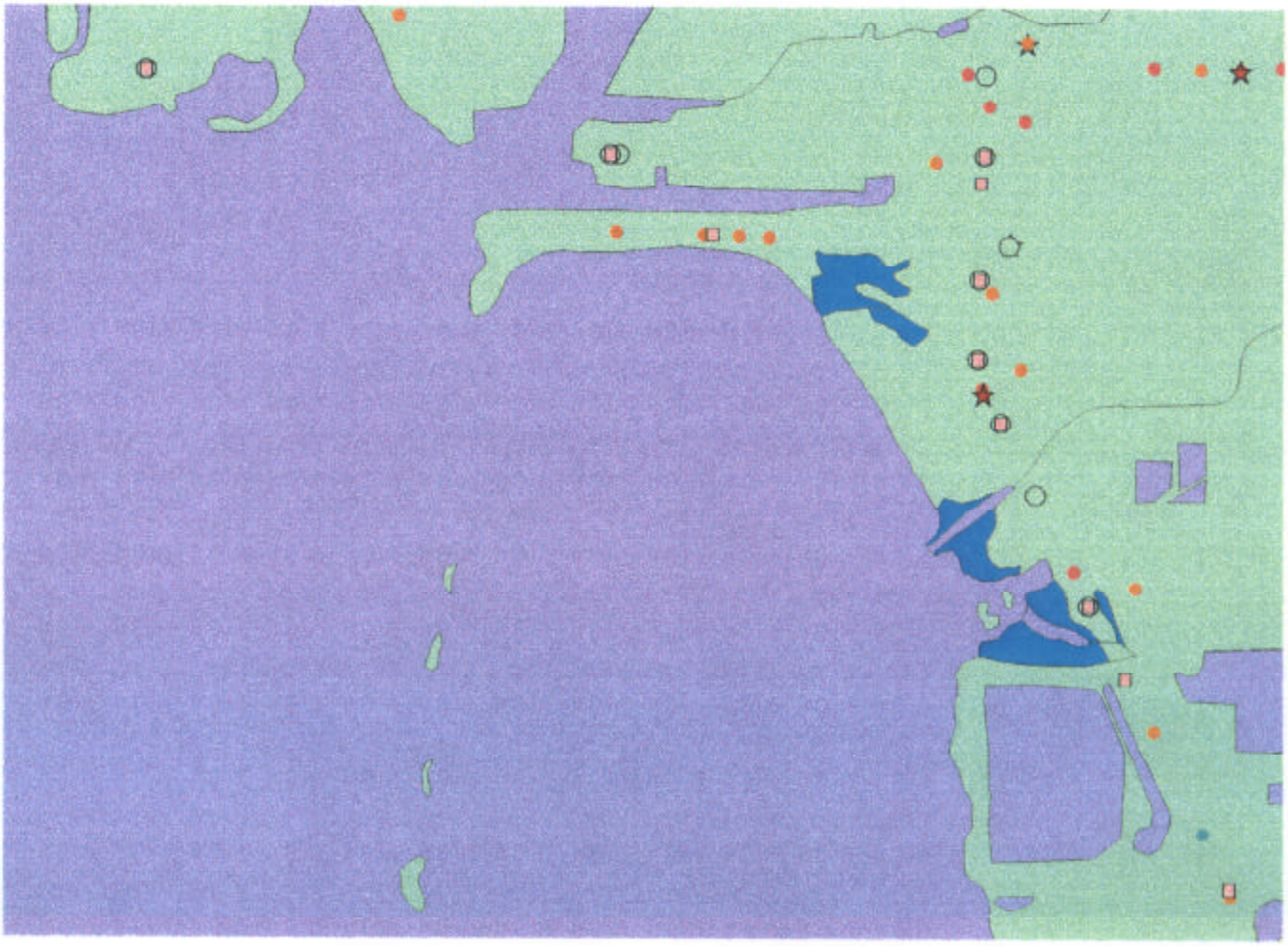
Hazardous & Toxic Waste /Material Database Review

HILLSBOROUGH COUNTY

N
W E
S

FIGURE A3

Ybor Harbor Turning Basin and Port Suton Hazardous, Toxic and Radioactive Database Review

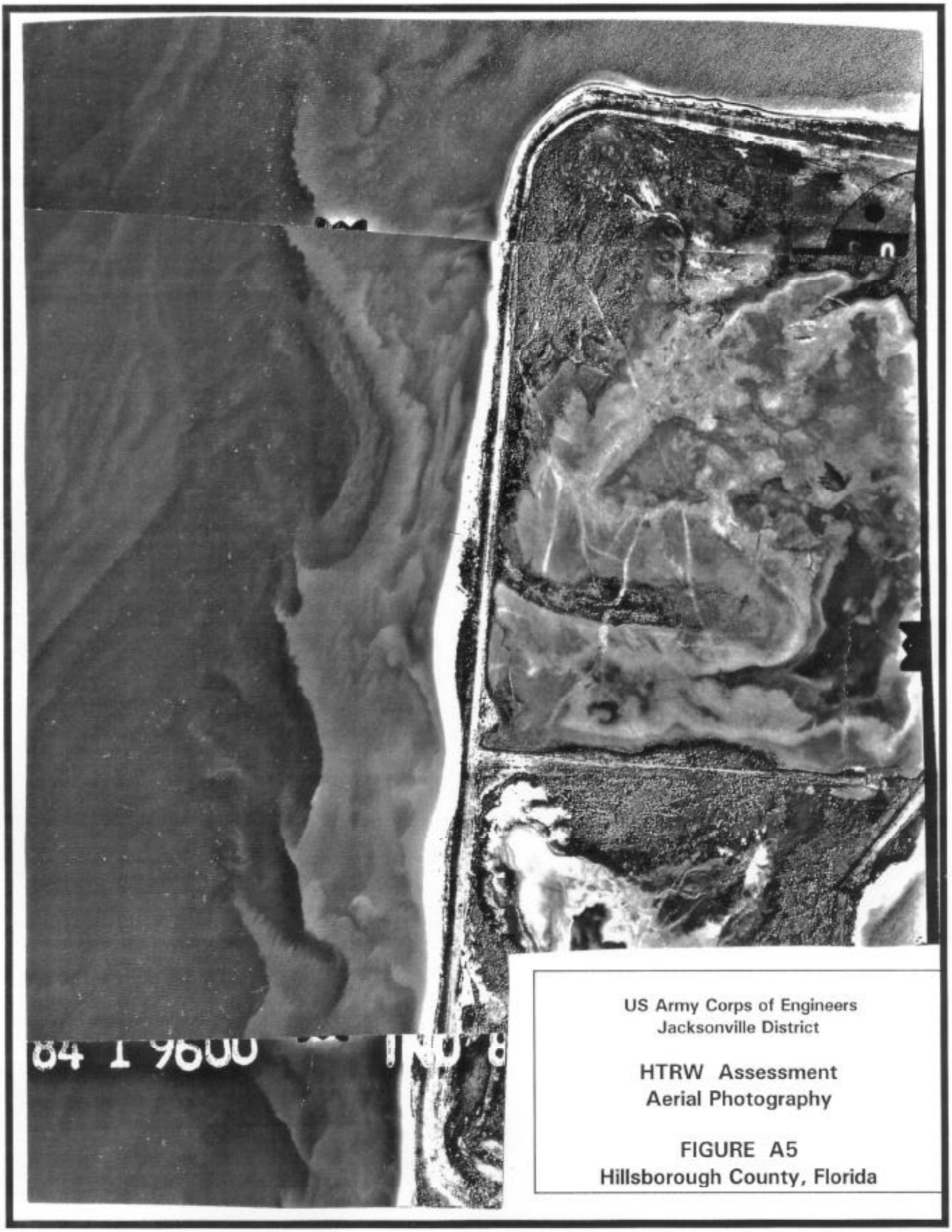


- Ust_leak.shp
- Ust.shp
- Nat_prior.shp
- Cercla_lst.shp
- Abovgrnd.shp
- Large_gener.shp
- Smal_gener.shp
- Spills.shp
- Stat_cercla_lst.shp
- Stat_prior_lst.shp
- Transporter.shp
- Tsd_fac.shp

Hydro
- land
- water
- wetland

N
W E
S

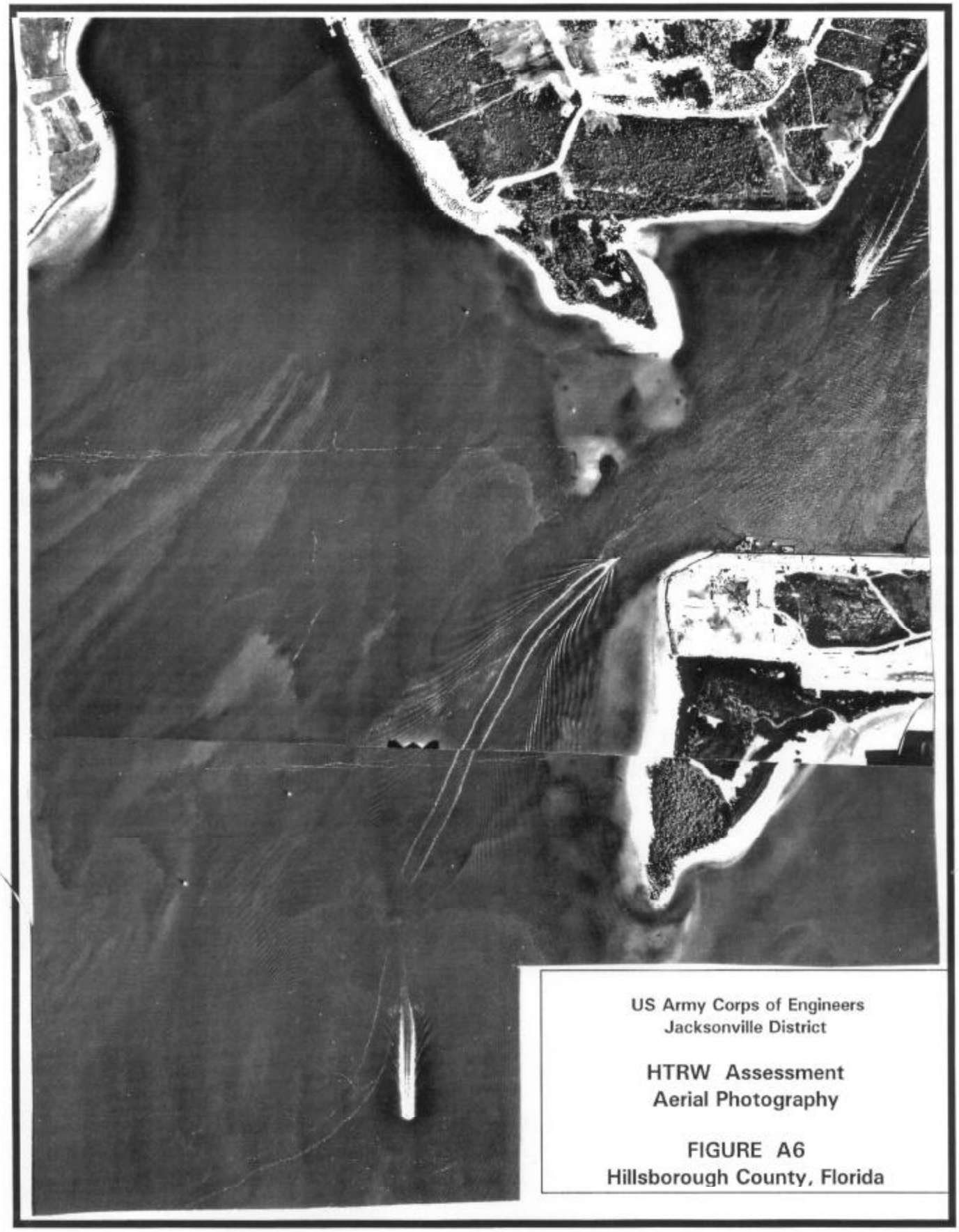
FIGURE A4



US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Aerial Photography

FIGURE A5
Hillsborough County, Florida



US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Aerial Photography

FIGURE A6
Hillsborough County, Florida

US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Proposed Site Photography

FIGURE A7
Hillsborough County, Florida

APPENDIX VI

ESSENTIAL FISH HABITAT DETERMINATION

ESSENTIAL FISH HABITAT ASSESSMENT
TAMPA HARBOR-PORT SUTTON NAVIGATION PROJECT

1. A study has been authorized under Section 933 of the Water Resources Development Act of 1990. The description of the project and its impacts are in the attached Feasibility Report and Draft Environmental Assessment.

2. The Port Sutton Navigation Channel expansion would not any significant habitat as identified as EFH. Impacts to the aquatic environment are identified in Section 4, Environmental Consequences of the Environmental Assessment. We consider these impacts to be minimal on an individual project and cumulative affects basis.

3. Beneficial Uses of Dredged Material.

    a. Bird Island Expansion: Dredged material would be used to create approximately 25 acres of wetland and upland habitat for bird foraging and nesting. There would be a loss of shallow-water habitat but this loss would be offset by the creation of saltmarsh habitat used as nursery habitat for fish.

    b. CMDA-2D Wetland Creation: Dredged material would be used to create approximately 67 acres of wetland habitat for bird foraging and nesting, water quality improvement in Hillsborough Bay and fish habitat. There would be a loss of shallow-water habitat but this loss would be offset by the creation of saltmarsh habitat used as nursery habitat for fish.

    c. MacDill Seagrass Restoration Site. This area has been previously coordinated with National Marine Fisheries Service prior to EFH and is being used as a dredged material placement area for maintenance material.. The hole provides refugia during cold months and an edge for feeding along. This are was considered more important to restore as a potential seagrass beds area. This area is listed by the Habitat Restoration Committee as potential restoration projects in Tampa Bay in the Comprehensive Conservation Management Plan by the Tampa Estuary Program.

    d. Whiskey Stump Key. These holes were created to provide a sedimentation basin adjacent to Port Redwing. The holes provide refugia for fish in cold weather. This area is listed by the Habitat Restoration Committee as potential restoration projects in Tampa Bay in the Comprehensive Conservation Management Plan by the Tampa Estuary Program. The creation of suitable substrate for seagrass growth would outweigh the loss of hole and edge effect.

APPENDIX VII

HTRW ASSESSMENT

PN

CESAJ-PD-EE (1110-2-1150b) 8 July 1999

MEMORANDUM FOR Chief, Plan Formulation Branch

SUBJECT: Hazardous, Toxic and Radioactive Waste (HTRW) Assessment of Ybor Turning Basin, Port Sutton and the Proposed Dredged Material Disposal Sites, Hillsborough County, Florida.

1. Reference a 12 November 1998 email requesting a HTRW evaluation of the Ybor Turning Basin, Port Sutton and the Proposed Dredged Material Disposal Sites.

2. Enclosed is the final HTRW Assessment for Ybor Turning Basin and Port Sutton Maintenance Dredging. The port and turning basin are located in a dense light and heavy industrial part of Tampa Bay. The proposed dredged material disposal sites have limited access and were formerly used for dredge material disposal. The probability of uncovering hazardous or toxic waste at these dredged material disposal sites is low. The probability of discovering contaminated sediments in the Ybor Turning Basin and Port Sutton is relatively high. This contamination may be due to stormwater run-off over a period of many years.

3. For questions concerning this submission, please contact Mr. Peter Besrutschko at 904-232-2298.

HANLEY K. SMITH
Chief, Environmental Branch

Encl

JUNE 1999

Hazardous, Toxic and Radioactive Waste (HTRW) Assessment

YBOR TURNING BASIN and PORT SUTTON MAINTENANCE DREDGING PROJECT
Hillsborough County,
Florida

U.S. Army Corps
of Engineers
Jacksonville District

Besrutschko/CESAJ-PD-EE/2298
McAdams/CESAJ-PD-EE
Smith/CESAJ-PD-E
Duck/CESAJ-PD

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TABLE OF CONTENTS

TABLE OF CONTENTS
(Continued)

1.1 SUMMARY

A Hazardous, Toxic and Radiological Waste (HTRW) site assessment was conducted on the Ybor Channel Turning Basin, Port Sutton and the proposed dredged material disposal sites. The hazardous and toxic waste evaluation revealed that the Ybor Turning Basin and Port Sutton are used for navigation. The property surrounding these navigation channels consists of heavy industrial port facilities and a petrochemical terminal. The site appears to be free of hazardous and toxic waste concerns. The hazardous and toxic waste (HTRW) review of the proposed sites did not reveal evidence of HTRW contamination.

1.2 INTRODUCTION

1.2.1 Purpose

The goal of this site investigation is to identify recognized environmental conditions. The investigation indicates the presence or likely presence of any hazardous substances or petroleum products. The assessment attempts to reveal conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products on the properties or into the ground, groundwater, or surface water of the properties.

1.2.2 Special Terms and Conditions

The recognized environmental conditions that were considered throughout this investigation included hazardous substances or petroleum products in compliance with laws. The term environmental contamination is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

1.2.3 Limitations and Exceptions of Assessment

This Phase I Environmental Site Assessment is composed of the following five components: 1) Records Review, 2) Aerial Photography Study, 3) Site Reconnaissance, 4) Interviews, 5) Report. The record review, aerial

photography study, site reconnaissance, and interviews are used in concert with each other.

1.2.4 Limiting Conditions and Methodology Used

There were no limitations imposed by physical obstructions, however, the dredged material disposal sites have limited access. The site visit conducted 27 January 1999 revealed that the disposal sites are all located at very remote locations. The sites have limited access, surrounded by light industrial activity.

1.3 SITE DESCRIPTION

1.3.1 Vegetation

A site reconnaissance and review revealed that the land located around the Ybor Harbor Turning Basin and Port Sutton consist of industrial port activities. The land located around the proposed disposal sites is very developed and very little vegetation was observed. The project channel has no vegetation located on the shore because these are prime port facilities.

1.3.2 Soils

The disposal sites consist of sandy soil typical to Hillsborough County. The property along the project channel is developed and covered with structures.

1.3.3 Location and Legal Description

The facilities are located in Hillsborough County, Florida as shown on the maps in figures 1, 2, A1 and A2.

1.3.4 Descriptions of Structures, Roads, other improvements on the Site (including heating and cooling system, sewage disposal, potable water source)

The four proposed Dredged Material Disposal Sites are located in remote areas as shown in figures A1, and A2. There are no structures, roads or other improvements located on the proposed disposal sites. The project area consists of navigation channels. The aerial photography shows the proposed dredged material disposal areas. See aerial photographs in appendix A5, and A6.

1.3.5 Information (if any) Reported by Auditor Regarding Environmental Liens or Specialized Knowledge or Experience

No specialized knowledge is available for these sites.

1.3.6 Current Uses of the Property

The project area is used as a navigation channel. The photograph, figure A7 shows the typical features of the area. Both the disposal and the dredge maintenance project is located within the larger Tampa Bay which has extensive harbor facilities, industrial activity and petrochemical terminal operations. Figures 1, 2, A1, A2, A3, A4, A5, A6 and A7 show an overview of the Tampa Bay as related to these proposed project areas.

1.3.7 Past Uses of the Property (to the extent identified)

The proposed project area was used as a navigation channel for more than forty years. The proposed dredged material disposal sites appear to have been previously used as dredged material disposal areas.

1.3.8 Current and Past Uses of Adjoining Properties (to the extent identified)

By all indications observed throughout the site investigation, the adjoining properties of the project area are harbor facilities, and light to heavy industry, while the dredged material disposal sites are undeveloped. See figures 1, 2, A2, A3, A4, A5, and A6.

1.3.9 Site Rendering, Map, or Site Plan

See figures 1, 2, A1 and A2.

1.4 RECORDS REVIEW

1.4.1 Standard Environmental Records Sources, Federal, State, and/or Local.

Several database searches were performed. The results were plotted on to the proposed area project maps. Figures A3 and A4 shows potential sources of contamination. The following databases were included in the review: National and State Priority Listed Sites, landfills, Federal and State Conservation Environmental Restoration Comprehensive Liability Act (CERCLA) listed sites, listed violators, underground storage tanks (UST's) and leaking underground storage tanks (LUST), Treatment Storage and Disposal facilities (TSD's), listed spills, Small (SQG) and Large Quantity Generators (LQG), Transporters and aboveground storage tanks (AST's). As shown in figure A3 and A4 contaminants and activities prone to contamination are not on or immediately adjacent to the proposed dredged material disposal sites.

1.4.2 Physical Setting Source(s)

The quadrangle map A1, A2 and aerial photographs A3, A4 and A5 indicate that the dredged material disposal sites have limited access. The dredge maintenance project area is located in Tampa Bay, surrounded by light and heavy industry.

1.4.3 Historical Use Information

The dredge maintenance project areas have been used for navigation for more than forty years. The dredged material disposal sites are undeveloped.

1.4.4 Additional Record Sources

None

1.5 INFORMATION FROM SITE RECONNAISSANCE AND INTERVIEWS

Mr. Peter Besrutschko, Jacksonville District, US Army Corps of Engineers (Corps) performed the site investigation on 27 January 1999. Access to the sites is limited. The sites are surrounded by industrial facilities.

1.5.1 Hazardous Substances in Connection with Identified Uses (including storage, handling, disposal)

There is no evidence that the adjacent properties of the Ybor Turning Basin and Port Sutton have contaminated the project area. The hazardous and/or toxic waste database plotted in figure A4 and A5 shows that potential contaminants are located in close vicinity of the project area. Although the potential contamination sources exist, there is no evidence that the channel was contaminated by specific sources. Our dredged sediment analysis program has shown that large harbors occasionally retain contaminants over many years, due to stormwater runoff.

1.5.2 Hazardous Substance Containers and Unidentified Substance Containers (including storage, handling, disposal)

No hazardous substance containers and unidentified substance containers were observed.

1.5.3 Storage Tanks (including contents and assessment of leakage or potential for leakage)

No storage tanks were observed on the sites.

1.5.4 Indications of PCBs (including how contained

and assessment of leakage or potential for leakage)

Not applicable.

1.5.5 Indications of Solid Waste Disposal

No recorded or physical data yielded any indications that the disposal of sanitary solid waste has occurred at the sites at any time.

1.5.6 Physical Setting Analysis, if migrating Hazardous Substances are an issue

Migration of hazardous substances from properties adjacent to Ybor Turning Basin and Port Sutton adjacent may be possible. However, that contamination risk is relatively low.

1.5.7 Any Other Conditions of Concern

No other conditions of concern.

1.6 FINDINGS AND CONCLUSIONS

A Phase I Environmental Site Assessment was conducted in conformance with the scope and limitations of ASTM Practice E 1527; of the proposed dredged material disposal sites and Ybor Turning Basin and Port Sutton located in Hillsborough County, Florida. The site visit, conducted 27 January 1999, found that dredged material disposal sites are free of hazardous and toxic materials and waste. Although the potential contamination sources exist, there is no evidence that the channel was contaminated by specific sources. Our sediment analysis history has shown that large harbors occasionally retain contaminants over many years, due to stormwater runoff. In summary, the proposed dredged material disposal sites have a low probability of hazardous or toxic waste contamination.

PRELIMINARY ASSESSMENT SCREENING (PAS)
STATEMENT OF FINDINGS

REAL PROPERTY TRANSACTION: Preliminary site assessments were conducted on the proposed dredged material disposal sites. These sites may be used to disposed dredged materials taken from Ybor Turning Basin or Port Sutton.

SUMMARY:
COMPREHENSIVE RECORD SEARCH: Several database searches were performed and the results were plotted to the proposed area project maps. Figures A1 and A2 shows these potential contaminated sites. The following databases were included in the review: National and State Priority Listed Sites, landfills, Federal and State Conservation Environmental Restoration Comprehensive Liability Act (CERCLA) listed sites, listed violators, underground storage tanks (UST's) and leaking underground storage tanks (LUST), Treatment Storage and Disposal facilities (TSD's), listed spills, Small (SQG) and Large Quantity Generators (LQG), Transporters and aboveground storage tanks (AST's). As shown in figure A3 and A4 contaminants and activities prone to contamination are not on or immediately adjacent to the proposed dredged material disposal sites.

SITE INVESTIGATION: Mr. Peter Besrutschko, Jacksonville District, US Army Corps of Engineers (Corps) performed the site investigation on 27 January 1998. Access to the site is limited because there is no direct road access. The site investigation revealed no evidence of hazardous and/or toxic materials release. Although the potential contamination sources exist, there is no evidence that the channel was contaminated by specific sources. Our dredge maintenance sediment analysis history has shown that large harbors occasionally become contaminated over many years, due to stormwater runoff.

In summary, the proposed dredged material disposal sites have a low probability of hazardous or toxic waste contamination.

Signed: _____ Date: 15 June 99

Prepared by: P. H. Besrutschko
Environmental Engineer, US Army Corps of Engineers

Signed: _____ Date: 22 June 99

Reviewed by: J. J. McAdams, P.E.
Chief, Env. Quality Section, US Army Corps of Engineers

Signed: _____ Date: 9 July 99

Approved by: H.K. Smith
Chief, Env. Resources Branch, US Army Corps of Engineers

1.7 APPENDICES